



MITIGATED NEGATIVE DECLARATION

MECCA REGIONAL SPORTS PARK PROJECT
Community of Mecca, Riverside County, California



September 2019



TABLE OF CONTENTS

SUMMARY OF MITIGATION MEASURES	1
INITIAL STUDY	4
INTRODUCTION.....	4
ENVIRONMENTAL ASSESSMENT FORM/ INITIAL STUDY CHECKLIST	6
I. PROJECT INFORMATION	6
II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS	13
III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED.....	21
IV. DETERMINATION	21
I AESTHETICS	22
II AGRICULTURE & FOREST RESOURCES	23
III AIR QUALITY	24
IV BIOLOGICAL RESOURCES	31
V CULTURAL RESOURCES	33
VI ENERGY	35
VII GEOLOGY AND SOILS	35
VIII GREENHOUSE GAS EMISSIONS	38
IX HAZARDS AND HAZARDOUS MATERIALS	41
X HYDROLOGY AND WATER QUALITY	42
XI LAND USE AND PLANNING	44
XII MINERAL RESOURCES.....	45
XIII NOISE AND VIBRATION	45
XIV POPULATION AND HOUSING	52
XV PUBLIC SERVICES.....	53
XVI RECREATION	54
XVII TRANSPORTATION	54
XVIII TRIBAL CULTURAL RESOURCES	56
XIX UTILITIES AND SERVICE SYSTEMS	57
XX WILDFIRE	59
XXI MANDATORY FINDINGS OF SIGNIFICANCE	60
V. AUTHORITIES CITED	65
VI. REFERENCES	66

LIST OF FIGURES

Figure 1 Regional and Project Location.....	9
Figure 2 Conceptual Site Plan.....	11
Figure 3 Noise Monitoring Locations	47

LIST OF TABLES

Table AQ-1 Summary of Peak Construction Emissions (Pounds per Day).....	26
Table AQ-2 Summary of Peak Regional Operational Emissions (Pounds per Day)	27
Table AQ-3 Localized Significance Threshold Summary – Construction.....	28
Table AQ-4 Localized Significance Threshold Summary – Operation	28
Table GHG-1 CARB Scoping Plan.....	40
Table N-1 Ambient Noise Levels at Sensitive Receptors Near the Project Site	46
Table N-2 Project Operational Noise Impacts	50
Table N-3 Project Construction Noise Impacts.....	51
Table T-1 Summary of Construction Activity	55
Table T-2 Estimated Construction Daily Trip Generation.....	55
Table T-3 Summary of Trip Generation	56

APPENDICES TO INITIAL STUDY

APPENDIX A	Air Quality and GHG
APPENDIX B	Mitigation Monitoring and Reporting Program

SUMMARY OF MITIGATION MEASURES

Biological Resources

BIO-1 The removal of trees and vegetation shall be conducted to the extent feasible outside the avian nesting season (February 1 – August 31). If construction is required during the avian nesting period, a preconstruction survey for active nests shall be conducted prior to the removal of any vegetation. If an active nest is observed within the vicinity, a buffer of 100 feet to 500 feet shall be established depending on the bird species found to be occurring from the nest, to ensure that no direct impacts will occur to sensitive avian species. The buffer will be delineated by roping or taping off the boundaries of construction and shall remain in place until the nest is either abandoned or the young have fledged. A qualified biologist would be required to determine that the nest is no longer active, at which time vegetation removal and/or ground disturbance could continue. Vegetation removal and/or ground disturbance activities within the vicinity of the nest may commence at the discretion of the biological monitor.

Cultural Resources

CR-1 Prior to issuance of a grading permit, the County shall retain a qualified archaeological monitor and tribal monitor in the event that any excavation beyond five feet is required. The archaeologist and tribal monitors shall perform monitoring and, if necessary, sampling for activities which require excavation five feet below the surface. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation as outlined in Mitigation Measure **CR-2**. Consulting Tribes shall be provided notification of ground-disturbing work, the anticipated construction schedule, and the contact information for the designated archaeological and tribal monitors in the event of an inadvertent discovery.

CR-2: The archaeologist and/or tribal monitor shall have the authority to stop and redirect grading in order to identify and preliminarily evaluate any cultural resource(s) discovered on the property. If the resource(s) is determined to hold potential significance, a 25-foot buffer shall be established and the relevant Tribes shall be immediately contacted by the Project supervisor to come to the Project site. The monitors shall, in consultation with the consulting Tribes, determine the significance of the resource(s) and whether additional monitoring by the archaeologist or a tribal monitor needs to occur.

CR-3: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains.

Geology / Soils

GEO-1 A geotechnical investigation shall be conducted prior to design and construction which will identify required foundation measures to ensure that the risk of subsidence is minimized to the greatest extent feasible.

GEO-2 Sampling will be conducted on bores that result in intact stratigraphic samples from which fossils can be recovered. Samples may be collected during geotechnical studies during final design, or alternatively, collected from the sidewalls of trenches dug for geotechnical investigations or during construction which exceeds five feet in depth.

Noise and Vibration

- NOI-1** A construction noise coordinator shall be established prior to construction and signage will be provided on site that will identify the designated person and contact number. The coordinator shall be responsible for receiving calls from residents regarding specific construction noise-related complaints. The coordinator would then be responsible for taking appropriate measures to reduce or eliminate noise levels as appropriate.
- NOI-2** During construction, all staging areas and equipment shall be located and directed as far to the south as possible to avoid any disruptions to the sensitive receptors located north of the Project site.
- NOI-3** Construction activity shall be prohibited during the hours of 6:00 p.m. and 7:00 a.m. and on weekends and County-designated holidays.
- NOI-4** Construction equipment shall be properly maintained and equipped with mufflers and other State-required noise-attenuation devices.

Utilities and Service Systems

- USS-1** The Project shall be designed with a water distribution system that is dual piped, one for non-potable irrigation (purple pipe) and the other for potable use.

INITIAL STUDY

INTRODUCTION

Environmental Assessment Determination

In accordance with Title 14 of the California Code of Regulations, Chapter 3 Guidelines for Implementation of the California Environmental Quality Act (CEQA) (State CEQA Guidelines) Section 15060 (Authority cited: Sections 21083 and 21087, Public Resources Code; Reference: Section 65944, Government Code; Section 21080.2, Public Resources Code), the determination of the type of environmental assessment documentation for compliance with CEQA, begins with a preliminary review of whether a proposed action is a Project under CEQA, and if the action is determined to be a Project under CEQA, a determination of whether the Project is exempt from CEQA. If the Lead Agency determines the Project is not subject to or is exempt under CEQA, the agency may prepare a Notice of Exemption as the appropriate form of environmental assessment. If the preliminary review conducted by the Lead Agency determines that the Project is subject to CEQA, and does not qualify under an exemption, the Agency shall prepare an Initial Study as the appropriate environmental assessment documentation. The Initial Study will determine whether a more detailed environmental assessment in the form of an Environmental Impact Report is required for the proposed Project or if a Negative Declaration or Mitigated Negative Declaration may be adopted to complete the CEQA review process under *State CEQA Guidelines* Section 15063(b), (c).

Subsequent to the preliminary review conducted by the County of Riverside (County) as the Lead Agency, the County has determined that the preparation of an Initial Study was required as the appropriate environmental assessment under CEQA for the proposed Mecca Regional Sports Park Project (Project).

Purpose of the Initial Study

In accordance with *State CEQA Guidelines* Section 15063 (a) (Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21100 and 21151), the County has prepared an Initial Study to analyze the proposed Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the proposed Project. This Initial Study is a preliminary analysis prepared by the County as Lead Agency, in consultation with other jurisdictional agencies, to inform the County decision makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Project.

Incorporation by Reference

Pertinent documents relating to this Initial Study have been cited and incorporated, in accordance with Sections 15148 and 15150 of the State CEQA Guidelines, to eliminate the need for inclusion of large planning documents within the Initial Study. Of particular relevance are those previous studies that present information regarding description of the environmental setting, future development-related growth, and cumulative impacts. The following documents are hereby identified as being incorporated by reference:

Riverside County General Plan, December 2015.

Riverside County General Plan, Eastern Coachella Valley Area Plan, February, 2012.

Riverside County Avenue 66 Grade Separation Project Final Initial Study/ Mitigated Negative Declaration, October, 2015.

Organization

The Initial Study is organized as follows:

Introduction: Provides the purpose for the Initial Study and applicable citations pursuant to CEQA and the *State CEQA Guidelines*.

County of Riverside Environmental Assessment Form/Initial Study Checklist: Provides the Project Description; existing environmental setting; the relationship of the Project to the County General Plan; and an environmental impact assessment for each impact area within the environmental checklist. After the assessment of each impact area, the source of information, a finding of fact, applicable mitigation measures, and monitoring responsibility are provided.

References: List of references used for the environmental analyses.

Environmental Process

The Initial Study for the proposed Project was circulated to the public, responsible agencies, and trustee agencies and was subject to a 20-day public review period that began on September 9, 2019 with the issuance of a Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) and end on September 28, 2019. The NOI was sent via certified mail to property owners/residents within 1,000 feet of the Project; a notice was posted in the Desert Sun newspaper; and was posted at the Riverside County Clerk office. The Mitigated Negative Declaration and supporting documentation (Initial Study) were available for public review at the Riverside County Economic Development Agency and also at the Mecca Public Library. The Mitigation Monitoring and Reporting Program (MMRP) is contained herein under Appendix B. Comments received during the public review period will be considered as part of the Project's environmental review and will be included for consideration by the Board of Supervisors. The Board of Supervisors may choose to adopt the Mitigated Negative Declaration should it be determined that the Project will have no significant, unmitigatable environmental effects.

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM/ INITIAL STUDY CHECKLIST

Environmental Assessment (EA) Number: 2019011

Project Name: Mecca Regional Sports Park Project

Lead Agency Name: County of Riverside

Address: 3403 10th Street, 4th Floor, Riverside, CA. 92501

Contact Person: Mike Sullivan

Telephone Number: 951.955.8009

Applicant's Name: County of Riverside Economic Development Agency (EDA)

Applicant's Address: 3403 10th Street, 4th Floor, Riverside, CA 92501

I. PROJECT INFORMATION

A. Project Description:

At over 7,200 square miles, Riverside County is the fourth-largest County in the state and 26th largest in the United States. Riverside County has rapid growth since 2000, especially in minority populations, due in large part to an abundance of construction and services jobs, as well as the availability of moderately priced housing. The community of Mecca is a census designated place that has a population of approximately 7,893 people based on the 2013-2017 American Community Survey 5-year estimate. The County of Riverside operates 13 regional parks, seven nature and historic centers, and one recreation area, comprising 71,656 total acres. With 1,545,374 residents, there are approximately 46.4 acres of county-operated park space for every thousand Riverside County residents. Not all Riverside County residents have equal access to these lands. People of color have the worst access to parks within the County. The most park poor parts of Riverside County, including the Coachella Valley, Moreno Valley and the City of Riverside, also have disproportionately high concentrations of Latinos, African Americans, and Asians compared to the County average. Riverside County's General Plan refers explicitly to the need to enhance park access.

The vacant Project site consists of 6.67 acres and was acquired by the County in 2005 that was previously used as farmland. The intention of acquiring the property was for the purposes of establishing a sports park for the Mecca Community. Unfortunately, due to budget limitations, the land was not able to be developed. A funding opportunity through the State Parks with the passing of Proposition 68 in 2018 has provided an opportunity to implement the development of a regional sports park in the Community of Mecca, which is identified as the proposed Project.

Specifically, the Project site is located on a portion of two parcels, Assessor Parcel Numbers (APNs) 727-272-031 and 727-272-021, at an elevation of approximately 185 feet below mean sea level. **(Figure 1)**. The Mecca Boys and Girls Club and parking lot is also located on APN 727-272-031 adjacent to the north of the Project site. The Project site will be bordered on the east and south by the Avenue 66 Grade Separation Project. The Project site is within the defined Project area for the 2015 Initial Study/Mitigated Negative Declaration prepared for the Avenue 66 Grade Separation Project, and is incorporated by reference. The County owns, operates, and is carrying out the proposed improvements on the property that encompasses the Project, and is therefore, the Lead Agency for the proposed Project under CEQA.

The proposed Project includes the construction and operation of a Regional Sports Park. Parking for the facility would be shared with the existing parking lot adjacent to the Mecca Boys and Girls Club lot, which contains approximately 223 spaces. Access to the park would occur through the parking lot with entrances off of Avenue 66 and the new connecting road to the east of the Project site, created by the Avenue 66 Grade Separation Project. The Regional Sports Park would contain a baseball field, and two large multi-purpose

areas which could provide a varying configuration of fields depending on the season and demand. The perimeter of the fields would include a walking/jogging path constructed of permeable decomposed granite and drought tolerant landscaping, and including perimeter trees for shaded areas. The Park would also include a snack bar, restroom, and maintenance building consisting of approximately 1,200 square feet. In addition, other park amenities would include 3 volleyball courts, a playground, a splash pad, 6 drinking fountains, 30 picnic tables, 7 workout stations, 3 bicycle racks, and 10 waste receptacles. Public Art would also be incorporated into the design. Due to the warm temperatures, it is anticipated that lighting would be installed throughout the park area to permit a safe night time environment for use. **Figure 2** shows the conceptual site plan for the Project.

The Project would require a minimal amount of staff (less than 5) to operate the snack bar, and perform routine maintenance and landscaping. The Project would also involve some utility alterations to provide service to the park, which would include drinking water, wastewater, electrical, and drainage connections. Construction is anticipated to start in early 2020 and be completed by the end of 2020 (approximately 10 months). Prior to construction, additional discretionary actions that contribute to the whole of the action and are included as part of the Project, will be taken to complete the process. These actions consist of approval of grant award, approval of the final design and a construction contract award. The implementation of the proposed Project would provide recreational infrastructure to an existing community and would meet the goal of providing recreational services to park poor residents of the County. The participating agencies in this Project are the Economic Development Agency, Regional Park and Open Space District, and the Desert Recreation District. .

B. Type of Project: Site Specific ☐ Countywide ☐ Community ☒ Policy ☐

C. Total Project Area: 6.67 acres

Residential Acres: N/A	Lots: N/A	Units: N/A	projected No. of Residents: N/A
Commercial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: Public Facility	Lots: 6.67 Acres	Sq. Ft. of Bldg. Area: 1,200	Est. No. of New Employees:<5

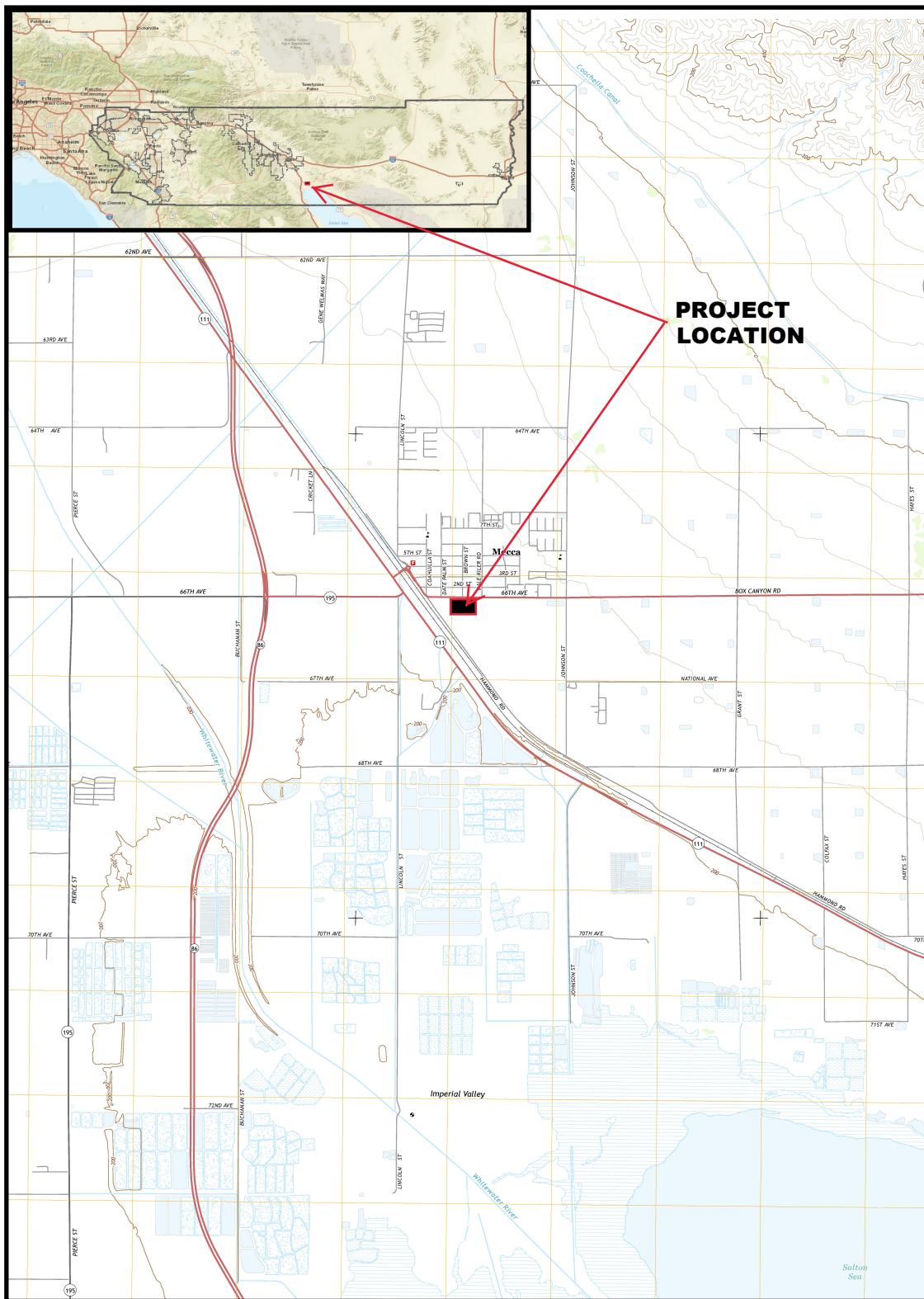
D. Assessor's Parcel No(s): 727-272-031, 727-272-021

E. Street References: The proposed Project is located adjacent to the south of the Mecca Boys and Girls Club along Avenue 66, west of Dale Kiler Road in Mecca, California, approximately 1,000 feet east of Highway 111.

F. Section, Township & Range Description or reference/attach a Legal Description: The proposed Project site is located within Township 7 South, Range 9 East, Section 17 NW, San Bernardino Baseline and Meridian, and is identified on the Mecca 7.5-minute series USGS Topographic Quadrangle map.

G. Brief description of the existing environmental setting of the Project site and its surroundings: The proposed Project site is currently vacant and unmaintained. The surrounding property to the south and east consists of vacant land and agricultural uses. Land uses to the north consist of single-family residences with clusters of vacant land. Multi-family residences are located further to the northeast. Commercial and institutional land uses are to the west and northwest. The land use designation for the site is Agricultural, with a Community Development Overlay (CDO). The Project site is zoned Low Density Agriculture with a 20,000 square foot minimum lot size (A-1-20). The topography of the subject property consists of relatively flat land that slopes gradually in a northeast direction. The Project site is at an elevation of approximately 185 feet below mean sea level (msl). **Figure 1** illustrates the regional and local Project vicinity of the Project site and **Figure 2** shows the Project site and the location of the proposed improvements.

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LEGEND

 Project Site

FIGURE 1

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MILE



MECCA REGIONAL SPORTS PARK PROJECT LOCATION

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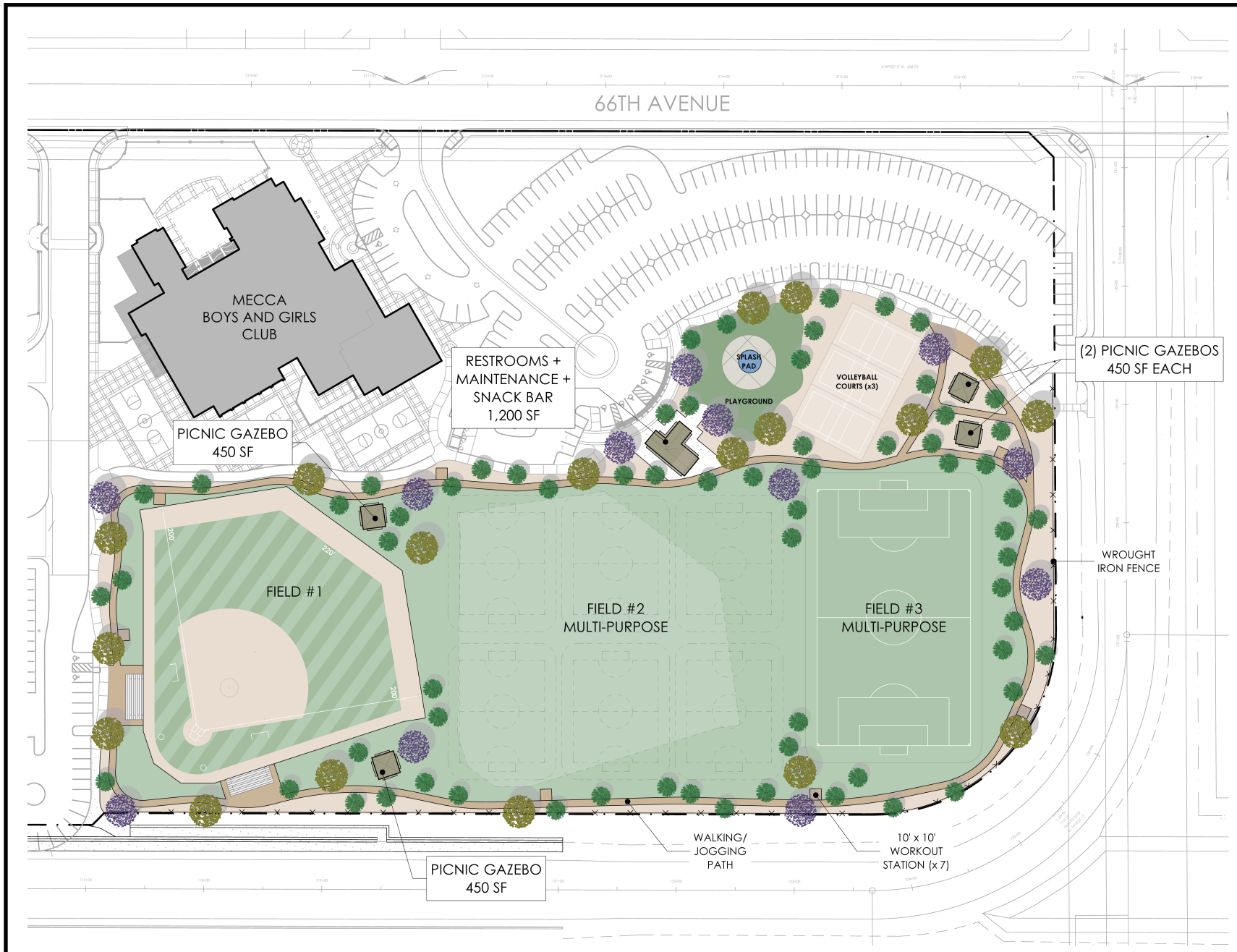


FIGURE 2

**MECCA REGIONAL SPORTS PARK
CONCEPTUAL SITE PLAN**

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H. Public Agency Approvals: The proposed Project will require the approval by the County of Riverside Board of Supervisors. The Whitewater River Regional Water Quality Control Board (RWQCB) will also be involved in the approval of the Project. The RWQCB is responsible for implementing the Statewide General Permit from the State Water Board. The General Permit will require the submittal and implementation of a Stormwater Pollution Prevention Program and filing of a Notice of Intent to obtain coverage under the General Permit and associated fees. A grading and building permit will also be issued by EDA. Each of these agencies will review the proposed improvements to ensure they meet all standards within their purview.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

The proposed Project site is located within the unincorporated community of Mecca and Eastern Coachella Valley Area Plan (ECVAP) of the County of Riverside General Plan. The following policies within the Eastern Coachella Valley Area Plan would be applicable to the Project. Relevant County General Plan Policies (2015) are also identified.

- 1) **Land Use:** The proposed Project site is designated as Agricultural with a Community Development Overlay within the ECVAP. The overlay is a guide to transition away from agricultural use with the development of the community. The primary purpose of the Community Development Overlay is to create Village Center type and could accommodate a mix of residential, commercial, public facility and recreation uses to serve the local community. The park would provide much needed recreational amenities for the underserved community in a centrally located location that would incorporate sustainable design and development features for maximum public benefit to the surrounding community. The construction and operation of the proposed Project would not result in any changes, inconsistency, or incompatibility with the County General Plan' and ECVAP land use and zoning designation of the Project site or adjacent uses.

Eastern Coachella Valley Area Plan

ECVAP 5.1 Retain and protect agricultural lands through adherence to the policies contained in the Agriculture section of the General Plan Land Use Element.

ECVAP 5.2 Refer to the General Plan Certainty System in the General Plan Administrative Element. An exception is provided allowing limited changes from the Agriculture designation to be processed and approved.

County of Riverside General Plan

LU 3.1 Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Maps and the Area Plan Land Use Maps in accordance with the following concepts:

- a. Accommodate communities that provide a balanced mix of land uses, including employment, recreation, shopping, public facilities and housing.*
- b. Assist in and promote the development of infill and underutilized parcels which are located in Community Development areas, as identified on the General Plan Land Use Map.*

LU-4.1: Require that new developments be located and designed to visually enhance, not degrade the character of the surrounding area through consideration of the following concepts:

- a. Compliance with the design standards of the appropriate area plan land use category.*
- b. Require that structures be constructed in accordance with the requirements of the County's zoning, building, and other pertinent codes and regulations.*

- c. *Require that an appropriate landscape plan be submitted and implemented for development Projects subject to discretionary review.*
- d. *Require that new development utilize drought tolerant landscaping and incorporate adequate drought-conscious irrigation systems.*
- e. *Pursue energy efficiency through street configuration, building orientation, and landscaping to capitalize on shading and facilitate solar energy, as provided for in Title 24 of the California Administrative Code.*
- f. *Incorporate water conservation techniques, such as groundwater recharge basins, use of porous pavement, drought tolerant landscaping, and water recycling, as appropriate.*
- g. *Encourage innovative and creative design concepts.*
- h. *Encourage the provision of public art.*
- i. *Include consistent and well-designed signage that is integrated with the building's architectural character.*
- j. *Provide safe and convenient vehicular access and reciprocal access between adjacent commercial uses.*
- k. *Locate site entries and storage bays to minimize conflicts with adjacent residential neighborhoods.*
- l. *Mitigate noise, odor, lighting, and other impacts on surrounding properties.*
- m. *Provide and maintain landscaping in open spaces and parking lots.*
- n. *Include extensive landscaping.*
- o. *Preserve natural features, such as unique natural terrain, drainage ways, and native vegetation, wherever possible, particularly where they provide continuity with more extensive regional systems.*
- p. *Require that new development be designed to provide adequate space for pedestrian connectivity and access, recreational trails, vehicular access and parking, supporting functions, open space, and other pertinent elements.*
- q. *Design parking lots and structures to be functionally and visually integrated and connected.*
- r. *Site buildings access points along sidewalks, pedestrian areas, and bicycle routes, and include amenities that encourage pedestrian activity.*
- s. *Establish safe and frequent pedestrian crossings.*
- t. *Create a human-scale ground floor environment that includes public open areas that separate pedestrian space from auto traffic or where mixed, it does so with special regard to pedestrian safety.*

LU-5.1: Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.

LU-5.3: Review all Projects for consistency with individual urban water management plans.

LU 7.2 Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space-Conservation and Open Space- Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by or operating within

the County of Riverside or any city, and all facilities operated by any combination of these agencies.

- LU 8.5 *Stimulate cooperative arrangements with adjacent cities, counties, regions, and states where programs and Projects of mutual benefit can be undertaken.*
- LU-9.2: *Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.*
- LU 9.3 *Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics, and improve the quality of life.*
- LU 11.5 *Ensure that all new developments reduce Greenhouse Gas emissions as prescribed in the Air Quality Element and Climate Action Plan.*
- LU 13.1 *Provide land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, and transit use in order to minimize congestion and air pollution.*
- LU 13.2 *Locate employment and service uses in areas that are easily accessible to existing or planned transportation facilities.*
- LU 14.4 *Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways.*
- LU 15.2 *Review all proposed Projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix I-1 and as summarized in the Area Plan's Airport Influence Area section for the airport in question. (*
- LU 18.1 ***Ensure compliance with Riverside County's water-efficient landscape policies.*** *Ensure that Projects seeking discretionary permits and/or approvals develop and implement landscaping plans prepared in accordance with the Water-Efficient Landscape Ordinance (Ordinance No. 859), the County of Riverside Guide to California Friendly Landscaping and Riverside County's Friendly Plant List. Ensure that irrigation plans for all new development incorporate weather based controllers and utilize state-of-the-art water-efficient irrigation components.*
- LU 18.2 ***Minimize use of turf.*** *Minimize the use of turf in landscape medians, front-yard typical designs, parkways, other common areas, etc. and use drought tolerant planting options, mulch, or a combination thereof as a substitute. Limit the use of natural turf to those areas that serve a functional recreational element. Incorporate other aesthetic design elements, such as boulders, stamped concrete, pavers, flagstone, decomposed granite, manufactured rock products to enhance visual interest and impact.*
- LU 18.3 ***Design and field check irrigation plans to reduce run-off.*** *Emphasize the use of subsurface irrigation techniques for landscape areas adjoining non-permeable hardscape. Utilize subsurface irrigation or other low volume irrigation technology in association with long, narrow, or irregularly shaped turf areas. Minimize use of irregularly shaped turf areas.*
- LU 18.4 ***Coordinate Riverside County water-efficiency efforts with those of local water agencies.*** *Support local water agencies' water conservation efforts*
- LU 20.1 *Encourage retaining agriculturally designated lands where agricultural activity can be sustained at an operational scale, where it accommodates lifestyle choice, and in locations where impacts to and from potentially incompatible uses, such as residential uses, are minimized, through incentives such as tax credits.*

- 2) **Circulation:** The proposed Project consists of the construction and operation of a park with multiple recreational amenities centralized within the Mecca community. The park would result in the shared use of an existing underutilized parking lot and would be compatible with surrounding residential, institutional, and commercial uses. Any proposed new vehicle trips associated with new services are analyzed for the potential circulation effects to the existing transportation network. Therefore, the Project would be consistent with the following relevant Circulation policies.

Eastern Coachella Valley Area Plan

- ECVAP 11.1 Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the functional classifications and standards in the System Design, Construction and Maintenance section of the General Plan Circulation Element.*
- ECVAP 11.2 Maintain the County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.*
- ECVAP 11.3 Separate vehicular traffic from pedestrian and equestrian traffic in order to avoid potential hazards and where traffic volumes justify the costs.*

County of Riverside General Plan

- C 1.4: Utilize existing infrastructure and utilities to the maximum extent practicable and provide for the logical, timely, and economically efficient extension of infrastructure and services.*
- C 1.8 Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302.*
- C 2.1: The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system.*
- a. LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas.*
- C 2.2 Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate.*
- C 2.3: Traffic studies prepared for development entitlements (tracts, plot plans, public use permits, conditional use permits, etc.) shall identify Project-related traffic impacts and determine the significance of such impacts in compliance with CEQA.*
- C 2.4: The direct Project-related traffic impacts of new development proposals shall be mitigated via conditions of approval requiring the construction of any improvements identified as necessary to meet level of service standards.*
- C 3.10: Require private and public land developments to provide all on-site auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development Project shall be undertaken to identify Project*

impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or subdividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.

C 4.1: Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.

C 4.7 Make reasonable accommodation for safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.

- 3) Multipurpose Open Space:** The proposed Project includes site preparation and construction-related activities which would create recreational space within the Mecca community. The Project would require a SWPPP to manage runoff during construction. The Project site is vacant and has been previously used for agriculture and does not contain any native or sensitive biological habitat. The Project would incorporate drought tolerant landscaping to the extent feasible and result in primarily permeable development which would be beneficial to capture stormwater. The Project would incorporate trees around the perimeter to facilitate carbon sequestration and the shallow depth of construction necessary for the park is not anticipated to encounter a substantive amount of undisturbed soil which would have the potential to encounter sensitive archaeological resources. Therefore, the Project would be consistent with the following relevant Multipurpose Open Space policies.

Eastern Coachella Valley Area Plan

ECVAP 15.1 Protect visual and biological resources in the Eastern Coachella Valley Area Plan through adherence to General Plan policies found in the Fish and Wildlife Habitat section of the Multipurpose Open Space Element, as well as policies contained in the Coachella Valley Multiple Species Habitat Conservation Plan, upon its adoption.

County of Riverside General Plan

OS-3.3: Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.

OS 3.4 Review proposed Projects to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) Permits and require them to prepare the necessary Stormwater Pollution Prevention Program (SWPPP).

OS 3.5 Integrate water runoff management within planned infrastructure and facilities such as parks, street medians and public landscaped areas, parking lots, streets, etc. where feasible.

OS-3.7: Where feasible, decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating "Low Impact Development," green infrastructure and other Best Management Practice design measures such as permeable parking bays and lots, use of less pavement, bio-filtration, and use of multi-functional open drainage systems, etc.

OS-16.1: Continue to implement Title 24 of the State Building Code. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24.

OS-16.14 Coordinate energy conservation activities with the County Climate Action Plan (CAP) as decreasing energy usage also helps reduce carbon emissions.

OS-19.3: Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

OS 20.4 Provide for the needs of all people in the system of the County recreation sites and facilities, regardless of their socioeconomic status, ethnicity, physical capabilities or age.

- 4) **Safety:** The proposed Project is not located in any Airport Influence Area nor is it located in an Airport Compatibility Zone. The Project is not located within a fault zone or within ½ mile of any known fault. The Project site is, however, in an area susceptible to subsidence and liquefaction potential. The following General Plan Safety policies would be relevant to the Project. The Project would contain one small 1,200 square-foot snack bar/restrooms/maintenance building which would incorporate the appropriate foundation based on the requirements of the geotechnical investigation. The majority of other recreational components of the park would involve minimal infrastructure and would not be susceptible to safety hazards. Therefore, the Project would be consistent with the following relevant Safety policies.

Eastern Coachella Valley Area Plan

Flooding

ECVAP 17.1 Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.

ECVAP 17.2 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of the Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.

ECVAP 17.3 Require that proposed development Projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Coachella Valley Water District for review.

Wildland Fire

ECVAP 18.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.

Seismic

ECVAP 19.1 Protect life and property from seismic-related incidents through adherence to the Seismic Hazards section of the General Plan Safety Elements.

Wind Erosion and Blowsand

ECVAP 21.1 Minimize damage from and exposure to wind erosion and blowsand through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element.

ECVAP 21.2 Require protection of soil in areas subject to wind erosion or blowsand. Mitigation measures that may be required include, but are not limited to, windbreaks, walls, fences, vegetative groundcover, rock, other stabilizing materials, and installation of an irrigation system or provision of other means of irrigation.

ECVAP 21.3 Control dust through the policies of the Particulate Matter section of the General Plan Air Quality Element.

ECVAP 21.4 Preserve the environmentally sensitive alluvial fan areas flowing out of the canyons of the Santa Rosa Mountains.6.1.2 Require all new developments, existing critical and essential facilities and structures to comply with the most recent Uniform Building Code seismic design standards.

County of Riverside General Plan

S-2.2: *Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.*

- 5) **Noise:** Implementation of the proposed Project would generate noise during the construction and operation of the Project. The park fields and amenities are located to the south of the property, as far as possible from the nearest sensitive uses (Library and residences). It is not anticipated that any significant noise impacts would occur as a result of the Project. Any nighttime lighting would be time controlled so that operational noise would not occur after designated hours (10:00 p.m. on weekdays and 11:00 p.m. on weekends). Therefore, the Project would be consistent with the following relevant Noise policies.

County of Riverside General Plan

N-4.1: *Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:*

- a. 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m.
- b. 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.

N 13.1 *Minimize the impacts of construction noise on adjacent uses within acceptable practices.*

N-13.2: *Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.*

N-16.2: *Consider the following land uses sensitive to vibration:*

*Hospitals;
Residential Areas;
Concert Halls;
Libraries;
Sensitive Research Operations;
Schools; and
Offices*

- 6) **Air Quality:** Implementation of the proposed Project would potentially generate air emissions during the construction phase of the Project. These effects would be short term and mitigation would reduce the effects to less than significant. However, the operation of the park is not anticipated to generate significant air quality emissions. The park would incorporate trees and native vegetation and other sustainable features which would increase carbon sequestration, minimizing greenhouse gas emissions (GHG) and resulting in a beneficial effect. Therefore, the Project would be consistent with the following relevant Air Quality policies.

County of Riverside General Plan

AQ 18-4 *Implement policies and measures to achieve reduction targets. The County shall implement the greenhouse gas reduction policies and measures established under the County Climate Action Plan for all new discretionary development proposals.*

AQ-20.28 Increase the energy efficiency of all existing and new County buildings and infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.). Also, decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on County facilities where feasible and appropriate.

AQ 23.2 For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future Projects. County programs shall also be developed and implemented to address land use-related reductions for County operations and voluntary community efforts.

B. County General Plan Area Plan(s): County of Riverside General Plan, Eastern Coachella Valley Area Plan

C. Foundation Component(s): Community Development Overlay

D. Land Use Designation(s): Agricultural

E. Overlay(s), if any: CDO

F. Policy Area(s), if any: N/A

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any: N/A

H. Adopted Specific Plan Information

1) **Name and Number of Specific Plan, if any:** N/A

2) **Specific Plan Planning Area, and Policies, if any:** N/A

I. Existing Zoning: Low Density Agricultural A-1-20.

J. Proposed Zoning, if any: Zoning to remain.

K. Adjacent and Surrounding Zoning: Parcels to the north are zoned scenic highway commercial and residential (CPS, R-2, R-3, R-4); parcels to the east and south are zoned agricultural (A-1-20); and parcels to the west are zoned scenic highway commercial, controlled development area with mobile homes, and medium manufacturing (CPS, W-2, and MM)).

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Agriculture & Forest Resources | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Land Use / Planning | <input checked="" type="checkbox"/> Utilities / Service Systems |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Other: |
| <input checked="" type="checkbox"/> Geology / Soils | <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Public Services | |

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

☒ **I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project, described in this document, have been made or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION has been prepared.**



Mike Sullivan
Senior Environmental Planner
County of Riverside Economic Development Agency

9-9-19

Date

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AP=Analyzed in Prior EIR; M-DP=Substantially Mitigated by Uniformly Applicable Development Policies

SI LTS NI AP M-DP

I AESTHETICS

Would the Project

1. Scenic Resources

a) Have a substantial adverse effect on a scenic vista?

☐ ☒ ☐ ☐ ☐

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and historic buildings within a state-scenic highway?

☐ ☒ ☐ ☐ ☐

c) In non-urbanized area, substantially degrade views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?

☐ ☒ ☐ ☐ ☐

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

☐ ☒ ☐ ☐ ☐

Source: County of Riverside General Plan; County of Riverside General Plan Figure C-8; Eastern Coachella Valley Area Plan, Figure 10; California Department of Transportation Scenic Highway Guidelines.

Findings of Fact:

- a-c) The proposed Project site offers background views of the Santa Rosa and San Jacinto Mountains to the west and Orocopia Mountains to the east, and foreground views of the Mecca Hills to the north. The views surrounding the Project site consist of vacant and agricultural land, small scale commercial uses and residential development. The Project site does not contain any unique or landmark features, but is adjacent to the State Eligible Highway 111. The placement of the new park would be set back more than 300 feet from Highway 111 with an intervening and landscaped existing parking lot, and would contain one single-story structure, which would not affect any surrounding views off scenic vistas. The park would predominantly incorporate open space onto the site, which would not result in a visual disruptive use of the site. No visual obstruction would occur to any prominent topographic features such as rock outcroppings, or to scenic vistas of the surrounding mountains that are already disrupted by existing vegetation and development. There are no land uses or scenic vistas surrounding the proposed park which could be degraded by the proposed small-scale development. In addition, the Project would not conflict with applicable zoning and other regulations governing scenic quality. Therefore, there will be a less-than-significant impact related to scenic vistas, scenic resources, and the degradation of views.
- d) A significant impact would occur if the proposed Project caused a substantial increase in ambient illumination levels beyond the property line or caused new lighting to spill over onto light-sensitive land uses such as residential, some commercial, institutional, and natural areas. The Project site is centrally located in the Center of the Mecca community along Avenue 66. Existing light sources from the Project site include exterior lighting associated with the parking lot and street lighting along Avenue 66. Additional light and glare occur in the surrounding area from vehicle luminaries, residential daytime and nighttime lighting, and minimal security lighting. The Project site is located away from Avenue 66 and the residential uses to the north. The nearest field lighting would be located more than 500 feet from the nearest residence. In addition, development of the Project would include adherence to the lighting requirements specified in Riverside County Ordinance No. 655, which include lighting time limits and shielding. These requirements are intended to limit light leakage and spillage that may interfere with views and to protect residences from unacceptable light levels resulting from new development. Operation of the Project would not expose residential property to unacceptable light levels or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Construction activities would occur during the daytime and would be temporary. Implementation of the Project would not expose residences to unacceptable light levels or create a new source of substantial lighting or glare. Therefore, a less-than-significant impact related to light and glare will occur.

Mitigation: None

Monitoring: None

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	SI	LTS	NI	AP	M-DP
2. Mt. Palomar Observatory					
a) <i>Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: RCIT (GIS Database); Project Description; Ord. No. 655 (Regulating Light Pollution).

Findings of Fact:

- a) Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as “sky glow.” It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.
- The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. The proposed Project site is located approximately 48 miles northeast of the Mt. Palomar Observatory. The Project is not within the 45-mile radius Zone B of the Observatory and not subject to Ordinance No. 655. Therefore, no impact related to an interference with the nighttime use of the Mt. Palomar Observatory will occur.

Mitigation: None

Monitoring: None

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	SI	LTS	NI	AP	M-DP
II AGRICULTURE & FOREST RESOURCES					
<i>Would the Project</i>					
a) <i>Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>In non-urbanized area, substantially degrade views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Result in the loss of forest land or conversion of forest land to non-forest use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) <i>Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: California Department of Conservation Farmland Mapping and Monitoring Program 2016 and Williamson Act Land Map 2012; Eastern Coachella Valley Area Plan; Riverside County General Plan Figure OS-2 "Agricultural Resources"; RCIT (GIS Database); U.S.D.A. Soil Conservation Service Soil Surveys; Riverside County General Plan Figure OS-3a "Forestry Resources".

Findings of Fact:

- a-d) The proposed Project site is in an area designated as Farmland of Local Importance, by the Farmland Mapping and Monitoring Program (FMMP) of the California Department of Conservation. However, the Project site is not classified as prime farmland, unique farmland, or farmland of statewide importance. The zoning designation for the Project site is agricultural, but the Community Development Overlay zone placed on the site, indicates that the vision for the area is to transition to community development as it is centrally located within the Mecca Community adjacent to Avenue 66. Therefore, the Project would be consistent with the designated use. The land adjacent to the south and east is designated as Prime farmland and farming is the livelihood for most of the Mecca Community. The adjacent land is designated as an agricultural preserve under a Williamson Act contract, Coachella Valley No. 52. However, the construction and operation of the park would not significantly affect the operation of the adjacent land as farmland. The Project site would be fenced, access would occur in existing parking lot, away from the agricultural fields, and there will be an intervening roadway (Avenue 66 connection road) in between which would keep the two uses separated. There would be no activities that would occur within the park that would be incompatible with the adjacent agricultural operations. The construction and operation of a park to provide recreational amenities to the community will provide an appropriate buffer between the central Mecca development and the agricultural development and is not anticipated to lead to potential rezoning of the farmland to the south and east that would allow the conversion of agricultural zoned land to develop with non-agricultural uses. In addition, the designation of the adjacent land as an agricultural preserve provides further assurances from the property being converted to no agricultural use. Therefore, a less-than-significant impact related to agricultural effects will occur.
- e-g) The proposed Project site is not located in an area near forest land or near any timber resources. The closest forest land and timber resources are located more than 15 miles west of the Project site (Santa Rosa Mountains) and the construction and operation of the park would not have an effect on forest land or result in the potential conversion of forest land to non-forest land. Therefore, no significant impact related to forest land will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

III AIR QUALITY

Would the Project

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: SCAQMD Attainment Status, South Coast Air Quality Management District (SCAQMD) CEQA Air Quality Handbook Table 6-2; CalEEMod 2013.2.2; and SCAQMD Rules (Appendix A).

Findings of Fact:

The Air Quality section addresses the impacts of the proposed Project on ambient air quality and the exposure of people, especially sensitive individuals, to unhealthful pollutant concentrations. Air pollutants of concern include ozone (O₃), carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), oxides of nitrogen (NO_x), sulfur dioxide (SO₂), and lead (Pb). This section analyzes the type and quantity of emissions that would be generated by the construction and operation of the Project. Geographic areas are classified as either in attainment or nonattainment for each criteria pollutant based on whether the Ambient Air Quality Standards (AAQS) have been achieved under the state and federal Clean Air Acts (CAA). The Salton Sea Air Basin, which is managed by the SCAQMD, is designated as nonattainment for O₃ and PM₁₀, under both the National and California AAQS. A background discussion on the air quality regulatory setting, meteorological conditions, existing ambient air quality in the vicinity of the Project site, methodology, and air quality modeling data are included in Appendix A to this Initial Study.

- a) Air quality in the United States is governed by the Federal CAA, administered by the United States Environmental Protection Agency (EPA). In addition to being subject to the requirements of the federal CAA, air quality in California is also governed by more stringent regulations under the California CAA, administered by the California Air Resources Board (CARB) at the state level and by the Air Quality Management Districts at the regional and local levels.

The proposed Project site is located within the Salton Sea Air Basin (“Basin”) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The boundaries of the Riverside County portion of the Basin range from the San Jacinto and Santa Rosa Mountains on the west to the northern portion of the Salton Sea in the south, the Little San Bernardino Mountains to the north and northeast, and the California border to the east. It includes portions of Riverside and Imperial counties. The 2016 Air Quality Management Plan (AQMP) was adopted by the SCAQMD Governing Board on March 3, 2017 and provides updated emission inventory methodologies for various source categories, the new and changing federal requirements, implementation of new technology measures, and the continued development of economically sound, flexible compliance approaches. The 2016 AQMP incorporates the Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory models, as well as new federal requirements, implementation of new technology measures, and the continued development of flexible compliance approaches. The AQMP is derived from General Plan assumptions, land use, population, and employment characteristics defined in consultation with local governments. As such, conformance with the AQMP for development Projects is determined by demonstrating compliance with local land use plans and/or population Projections.

The proposed Project would construct and operate a regional sports park in the community of Mecca. The Project will not change the designated land use and zoning by the County of Riverside General Plan and Zoning Ordinance. The General Plans of cities and counties within the Basin were used as the basis for the emissions inventory within the AQMP. Individual Projects and long-term programs within the region are required to be consistent with the AQMP. To demonstrate consistency with the AQMP, the population Projections used to assess the need for the Project must be approved by SCAG. The Project will not substantially alter the present or planned land use of this area as most of the services offered by the park would be used by existing community members and would not generate substantial new trips. Therefore, the small increase in vehicle trips and energy consumption of the County-owned property would be consistent with the land use designation that was incorporated within the General Plan and consequently the AQMP. In addition, the Project would not emit either short- or long-term quantities of criteria pollutants which exceed the SCAQMD’s significance thresholds. The SCAQMD does not consider Projects which result in emissions which are below the SCAQMD significance thresholds to interfere with the goals established in the AQMP. Therefore, a less-than-significant impact related to consistency with the AQMP will occur.

- b) Air quality impacts can be described in potential short and long-term impacts. Short-term impacts occur during Project construction. Long-term air quality impacts occur once the Project is complete and operational. These long-term impacts would occur as a result of increased vehicle traffic to the Project site due to periodic maintenance activity. The following analysis will address whether Project generated emissions will significantly contribute toward an exceedance of the ambient air quality standards or a substantial contribution to an existing or projected air quality violation.

Short-term Air Quality Impacts

Construction activities would result in the generation of air pollutants. These emissions would primarily be 1) exhaust emissions from powered construction equipment; 2) fugitive dust generated from demolition, earthmoving, excavation and other construction activities; 3) motor vehicle emissions associated with vehicle trips; emissions generated from paving activity; and reactive organic gases generated from architectural coating activities. The analysis assumes compliance with SCAQMD Rule 403 (Fugitive Dust). Construction activities are estimated to begin in early 2020, while build-out of the proposed Project is scheduled for the end of 2020. Air pollutant emissions associated with the Project could occur over the short-term from site preparation to support the proposed land use. The included analysis is based on the CalEEMod computer model. To determine whether a significant regional air quality impact would occur, Project emissions are evaluated against SCAQMD regional significance thresholds for construction activities. The Project is required to comply with SCAQMD Rule 403, which establishes control measures for fugitive dust. Compliance with this rule will reduce short-term particulate pollutant emissions and is included as part of the air quality modeling assumptions. As shown in **Table AQ-1**, the Project's construction emissions are not anticipated to result in a substantial contribution to regional emissions. Project emissions are less than the SCAQMD CEQA significance threshold values. The output for the model run is included in Appendix A. Therefore, a less-than-significant impact related to violation of air quality standards will occur.

Table AQ-1 Summary of Peak Construction Emissions (Pounds per Day)

Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Site Preparation	3	31	12	<1	6	4
Grading	2	26	12	<1	3	2
Building Construction	3	22	20	<1	2	1
Architectural Coating	4	2	3	<1	<1	<1
Maximum Daily Construction Emissions	3	31	20	<1	6	4
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Significance Thresholds?	NO	NO	NO	NO	NO	NO

Source: CalEEMod Version 2016.3.2.

Long-Term Air Quality Impacts

Long-term air quality impacts associated with the proposed Project would be generated from mobile emissions, stationary, and area sources. Emissions produced from mobile sources are from Project-generated vehicle trips. Operation of the park would not result in stationary source emissions from on-site equipment. Area sources of emissions are those associated with landscaping maintenance and energy use. The Project is projected to generate a maximum increase of 152 daily trips over existing conditions. Emissions generated by Project-related trips are based on the CalEEMod computer model. The Project's emissions were evaluated against the SCAQMD significance thresholds as shown in **Table AQ-2**. The Project's emissions were found to be below the SCAQMD operational phase emissions thresholds. Therefore, a less-than-significant impact related to long term air quality impacts will occur.

Table AQ-2 Summary of Peak Regional Operational Emissions (Pounds per Day)

Operational Activity	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Vehicles	>1	2	2	<1	1	<1
Operational Emissions	<1	2	2	<1	<1	<1
SCAQMD Significance Threshold	55	55	550	150	150	55
Exceeds Significance Thresholds?	NO	NO	NO	NO	NO	NO

Source: CalEEMod 2016.3.2.

- c) According to the SCAQMD methodology, any Project that does not exceed, or can be mitigated to less than the daily threshold values will not add significantly to the cumulative impact. Construction and operational activities would not result in emissions in excess of SCAQMD's daily threshold values. Therefore, a less-than-significant impact related to a cumulatively considerable net increase in criteria pollutants will occur.
- d) The localized air pollution is evaluated against the localized significance thresholds (LST) which are based on the ambient concentrations of a pollutant within the Project Source Receptor Area, the size of the Project site and distance to the nearest sensitive receptor. The LSTs represent the maximum emissions from a Project site that are not expected to cause or contribute to an exceedance of the most stringent national or state AAQS. The LSTs are based on the California AAQS, which are the most stringent AAQS established to provide a margin of safety in the protection of the public health and welfare. They are designed to protect those sensitive receptors most susceptible to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. The SCAQMD has established guidance for the use of the results of the CalEEMod model to be applied to the LST methodology. In order to compare CalEEMod emissions against the LST thresholds, Project design features or mitigation measures should be established that describe the off-road equipment list and hours of operation assumed with maximum daily emissions; the maximum number of acres disturbed on the peak day using the equipment list; emission control devices added to off-road equipment; and dust suppression techniques used.

Construction LSTs

Emissions generated by construction activities would temporarily increase pollutant concentrations from onsite equipment (primarily mobile emissions) and fugitive dust (PM₁₀ and PM_{2.5}). **Table AQ-3** shows the localized maximum daily construction emissions. As the park is considered a sensitive receptor, the most conservative receptor distance of 25 meters was used for the LST methodology. As shown in **Table AQ-3**, maximum daily emissions from construction activities would not exceed the SCAQMD LSTs; therefore, construction emissions would not exceed the CAAQS and the Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, a less-than-significant impact related to construction LSTs will occur.

Operational LSTs

Operational activities would generate air pollutant emissions from mobile and area emissions. **Table AQ-4** shows localized maximum daily operational emissions. As shown in **Table AQ-4**, maximum daily operational emissions would not exceed the SCAQMD LSTs and would not expose sensitive receptors to substantial pollutant concentrations. Therefore, a less-than-significant impact related to operational LSTs will occur.

Table AQ-3 Localized Significance Threshold Summary – Construction

Construction	Pounds per Day			
	CO	NO2	PM10	PM2.5
Peak Construction Emissions	20	31	6	4
Localized Significance Thresholds	2292	304	14	8
Significant Impact Without Mitigation?	NO	NO	NO	NO

Source: CalEEMod Version 2016.3.2: Based on SCAQMD LST methodology on a 5-acre site that uses one grader, one excavator, and one tractor for eight hours a day during site preparation activities, which is equivalent to a disturbed acreage of 5 acres and compared against the 5-acre LST lookup table within SRA 30 and adjacent sensitive receptors (25m).

Table AQ-4 Localized Significance Threshold Summary – Operation

Construction	Pounds per Day			
	CO	NO2	PM10	PM2.5
Peak Operational Emissions	<1	<1	<1	<1
Localized Significance Thresholds	2292	304	4	2
Significant Impact?	NO	NO	NO	NO

Source: CalEEMod Version 2016.2.2: Based on SCAQMD LST methodology for operational emissions which does not include off-site mobile emissions. The localized emissions were compared against the most stringent LST threshold for SRA 30 with a 25 meter receptor distance.

Carbon Monoxide Hotspots

An air quality impact would be considered significant if the generated CO emission levels exceed the state or federal AAQS, which would expose receptors to substantial pollutant concentrations. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized concentrations.

Vehicle congestion has the potential to create elevated concentrations of CO called “hot spots.” Localized CO concentrations hot spots are caused by vehicular emissions, primarily when idling at congested intersections. Due to the implementation of strict vehicle emissions standards over the last 20 years, the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations have steadily declined. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars. A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur.

A CO hot spot analysis was conducted in 2003 for four high volume intersections in the City of Los Angeles in the peak-hour periods to establish a better threshold for the volume of vehicles necessary to generate a violation of CO standards to better reflect the effect of the increasing proportion of cleaner burning vehicles. The hot spot analysis for the 2003 analysis did not predict any violation of CO standards. The busiest intersection (Wilshire Boulevard/Veteran Avenue) had a daily traffic volume of 100,000 vehicles today and the estimated one-hour concentration was 4.6 ppm. The 20 ppm standard would not have been exceeded until the intersection exceeded more than 400,000 vehicles per day.¹

¹South Coast Air Quality Management District, *Carbon Monoxide Redesignation Request and Maintenance Plan*, Hot Spot Analysis, February 2005.

The Bay Area Air Quality Management District has also looked at the effect of cleaner burning vehicles and concluded that under existing and future vehicle emissions rates, a given Project would have to increase traffic volumes at a single intersection by 24,000 vehicles per hour where vertical and/or horizontal air does not mix (worst case condition) to generate a significant CO impact.² Based on these factors, that the Project's peak-hour trips would be less than 50, and that the future baseline peak-hour intersection volumes are anticipated to be 3,500, there is no potential for the Project to generate CO concentrations higher than the state and federal standards. As a result, sensitive receptors in the area would not be substantially affected by CO concentrations generated by operation of the Project. Therefore, a less-than-significant impact related to CO hot spots will occur.

Toxic Air Contaminants

The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a toxic air contaminant (TAC); thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. The proposed Project site is not located within 500 feet of a freeway or major roadway, near any rail yards, stationary diesel engines, or facilities attracting heavy and constant diesel vehicle traffic such as warehouse distribution centers. The surrounding Project area consists primarily of vacant land agricultural land, and residences.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The park would contain numerous children which could be considered vulnerable to effects of air pollution. However, the sensitive users at the facility would only be on-site for short durations during their treatment period so the long-term exposure levels would be low. The Project does not involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB Air Quality and Land Use Handbook: A Community Health Perspective Handbook includes facilities with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The Project is not anticipated to receive more than 2 deliveries a day and would not involve a substantial source of TAC emissions. Therefore, the operation of the Project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

²Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Section 3.3 Carbon Monoxide Screening Criteria, May 2011.

During construction, diesel particulate emissions associated with heavy-duty equipment operations would occur. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Based on the construction schedule, limited amount of imported/exported material, and equipment mix as described in Appendix A, the construction of the Project is not anticipated to result in more than 10 truck trips per day and would not be a substantial source of TAC emissions. Given the short-term construction schedule of approximately 10 months, the proposed Project would not result in a long-term (i.e., 70 years) source of TACs. No significant emissions and corresponding individual cancer risk are anticipated after construction. Because of the short-term exposure period (10 out of 840 months) during construction and low level of truck activity during construction and operation of the park, a less-than-significant impact related to TACs will occur.

- e) The proposed Project involves the construction of a sports park. Parks are considered sensitive receptors to air quality due to the presence of children and elderly populations, which are more sensitive to changes in air quality than other population groups. Land uses located within a one mile of the Project site are limited to vacant, agricultural, and residential land. The Project is not located within one mile of existing substantial point source emitters. The Project will not introduce a new significant source of air pollution into the Project vicinity and will not substantially reduce the existing ambient air quality. Therefore, no significant impact related to the siting of a sensitive receptor in proximity to a substantial point-source emitter will occur.
- f) The proposed Project would not emit objectionable odors that would affect a substantial number of people. The threshold for odor is if a Project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed Project would be consistent and compatible with existing land uses surrounding the Project site. The proposed Project will not introduce a new stationary source of air pollution into the proposed Project vicinity that may cause objectionable odors. Recreational uses, such as that of the proposed Project, do not generate odors. Covered trash receptacles will be placed throughout the project site and emptied frequently to avoid any odors from trash. Other odorous emissions anticipated from the Project are primarily from mobile sources (vehicles) coming to and from the Project site, which are existing and common sources of emissions in the area. No increase in the intensity of odors from vehicle emissions would result as there would not be a significant increase in vehicular traffic. Therefore, no significant impact related to the creation of objectionable odors will occur.

During construction activities, construction equipment exhaust would temporarily generate odors. Any construction-related odor emissions would be temporary, intermittent in nature, and would not constitute a public nuisance. Therefore, no significant impacts related to objectionable odors during construction will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

IV BIOLOGICAL RESOURCES

Would the Project

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: RCIT (GIS Database); Project Description; Natural Resources Study for the Avenue 66 Grade Separation Project, 2015, CVMShCP, USFWS.

Findings of Fact:

- a-b) Habitat modifications are actions that result in destruction or adverse modification of critical habitat. An example of habitat modification is site grading land that would remove the natural vegetation that supports a protected species. A search of the California Natural Diversity Database (CNDDDB) was conducted for the Mecca (3311651) USGS 7.5-minute topographic quadrangle. Based on previous research and field surveys of similar vegetation types, it can be determined that wildlife species consistent with urbanized areas would be present. Threatened, endangered, and sensitive species of wildlife found within this quadrangle include California Ridgway's rail (*allus obsoletus obsoletus*), Yuma Ridgway's rail (*Rallus obsoletus yumanensis*), little willow flycatcher (*Empidonax traillii brewsteri*), Coachella Valley fringe-toed lizard (*Uma inornata*), desert tortoise (*Gopherus agassizii*), American peregrine falcon (*Falco peregrinus anatum*), California brown pelican (*Pelecanus occidentalis californicus*), white-tailed kite (*Elanus leucurus*), golden eagle (*Aquila chrysaetos*), Couch's spadefoot (*Scaphiopus couchii*), northern harrier (*Circus hudsonius*), redhead (*Aythya americana*), Vaux's swift (*Chaetura vauxi*), least bittern (*Ixobrychus exilis*), mountain plover (*Charadrius montanus*), wood stork (*Mycteria americana*), common loon (*Gavia immer*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), yellow-breasted chat (*Icteria virens*), loggerhead strike (*Lanius ludovicianus*), black tern (*Chlidonias niger*), gull-billed tern (*Gelochelidon nilotica*), black skimmer (*Rynchops niger*), Crissal thrasher (*Toxostoma crissale*), Le Conte's thrasher (*Toxostoma lecontei*), yellow warbler (*Setophaga petechia*), large-billed savannah sparrow (*Passerculus sandwichensis rostratus*), American white pelican (*Pelecanus erythrorhynchos*), burrowing owl (*Athene cunicularia*), vermilion flycatcher (*Pyrocephalus rubinus*), pallid San Diego pocket mouse (*Chaetodipus fallax pallidus*), western mastiff bat (*Eumops perotis californicus*), pocketed free-tailed bat (*Nyctinomops femorosaccus*), American badger (*Taxidea taxus*), Palm Springs round-tailed ground squirrel (*Xerospermophilus tereticaudus chlorus*), pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), spotted bat (*Euderma maculatum*), and flat-tailed horned lizard (*Phrynosoma mcallii*). Rare, threatened, or endangered plants found in this quadrangle include Torrey's box thorn (*Lycium torreyi*), slender cottonheads (*Nemacaulis denudata* var. *gracilis*), narrow-leaf sandpaper plant (*Petalonyx linearis*), gravel milk vetch (*Astragalus sabulonum*), Coachella

Valley milk-vetch (*Astragalus lentiginosus* var. *coachellae*), Mecca-aster (*Xylorhiza cognata*), and singlewhorl burrobrush (*Ambrosia monogyra*). The Project site was graded, previously disturbed and used for farming and is currently vacant land that is not maintained. A biological assessment for the Avenue 66 Grade Separation Project was completed in 2015. The Project site is within the Project area defined in the assessment. The Project site was mapped as containing disturbed developed/ruderal area which offer little or no habitat value to surrounding wildlife and vegetation. Due to the lack of native habitat, no sensitive plant species are determined to occur on the site. Therefore, less-than-significant impacts to sensitive plant and wildlife species will occur. Although the site is devoid of native habitat, the Project site contains suitable roosting and nesting habitat for a number of common and sensitive avian species protected under the federal Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. Mitigation Measure **BIO-1** would require a preconstruction survey prior to the removal of any vegetation or trees on the Project site during the nesting season, to identify and avoid impacts to any nesting birds. With implementation of Mitigation Measure **BIO-1**, less-than-significant impacts to habitat modifications will occur.

- c) The entire proposed Project site has been graded and disturbed and does not contain areas to be considered jurisdictional waters and/or wetlands by the U.S. Army Corps of Engineers, the Regional Water Quality Control Board, or the California Department of Fish and Wildlife. Therefore, no significant impact to federally protected wetlands will occur.
- d) The proposed Project site is located in an area outside of the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHCP) designated conservation areas that identify wildlife corridors and linkages. The Project would not interfere with any existing functioning wildlife corridor areas or Linkage Systems identified by the CVMHSCP or other designated habitat areas. Therefore, no impacts to wildlife movement or corridor linkages will occur.
- e) There are no existing local tree preservation ordinances or other policies protecting biological resources for the community of Mecca. Therefore no significant impact related to conflict with local biological protection policies will occur.
- f) The Project site lies within the CVMSHCP which is a comprehensive, multijurisdictional Habitat Conservation Plan focusing on conservation of species and their associated habitats the Coachella Valley region of the County. The overall goal of the CVMSHCP is to maintain and enhance biological diversity and ecosystem processes within the region while allowing for future economic growth. The Project site is located within the developed area of the community, and not within one of the designated habitat conservation areas identified in the Plan. The policies and regulations of the CVMSHCP would not apply to the proposed Project. Therefore, the proposed Project would not conflict with the goals of any applicable conservation plans and no impact will occur.

Mitigation

BIO-1 The removal of trees and vegetation shall be conducted to the extent feasible outside the avian nesting season (February 1 – August 31). If construction is required during the avian nesting period, a preconstruction survey for active nests shall be conducted prior to the removal of any vegetation. If an active nest is observed within the vicinity, a buffer of 100 feet to 500 feet shall be established depending on the bird species found to be occurring from the nest, to ensure that no direct impacts will occur to sensitive avian species. The buffer will be delineated by roping or taping off the boundaries of construction and shall remain in place until the nest is either abandoned or the young have fledged. A qualified biologist would be required to determine that the nest is no longer active, at which time vegetation removal and/or ground disturbance could continue. Vegetation removal and/or ground disturbance activities within the vicinity of the nest may commence at the discretion of the biological monitor.

Monitoring: Riverside County Economic Development Agency, Project Construction Manager(s); Qualified Biologist.

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SI LTS NI AP M-DP

V CULTURAL RESOURCES

Would the Project

a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: RCIT (GIS Database); Project Description; Riverside County General Plan; Riverside County General Plan Final Environmental Impact Report; Public Resource Code §5024.1, Title 14 CCR, Section 4850 et seq. Riverside County General Plan Figure OS-7 "Historical Resources". Historic Property Survey Report and Cultural Records Search for the Avenue 66 Grade Separation Project 2012 and 2014.

Findings of Fact:

- a-b) The Final Program EIR for the Riverside County General Plan identifies 138 historical resources in Riverside County (Table 4.7.A). These historical resources are identified due to their inclusion of one of more of the following: National Register of Historic Places, California Registered Historic Landmarks Architecture, California Points of Historical Interest, and/or Riverside County Historical Landmarks.

Public Resource Code section 5024.1(c) defines guidelines to being considered a historic resource within the state of California as stated below:

A resource may be listed as an historical resource in the California Register if it meets any of the following National Register of Historic Places criteria:

- 1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.*
- 2) Is associated with the lives of persons important in our past.*
- 3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*
- 4) Has yielded, or may be likely to yield, information important in prehistory or history.*

A cultural resources literature and records search conducted at the Eastern Information Center and Historic Property Survey Report (HPSR) which analyzed the proposed Project site were completed in 2012 and 2014, respectively. This search included the Project site with a half-mile radius buffer. The objective of assessments was to determine whether any prehistoric or historical resources have been recorded previously within the Project area or within a half-mile radius of it. Additional sources consulted during the cultural resource literature review and records search and preparation of the HPSR include the Native American Heritage Commissions, Office of Historic Preservation Archaeological Determinations of Eligibility and the Office of Historic Preservation Directory of Properties in the Historic Property Data File, local Native American tribes and local historic preservation groups.

The records search revealed one historic linear resource, a segment of the Sunset Route, operated by the Southern Pacific Railroad and sixteen resources recorded within the 0.5 mile records search boundary. The segment meets Criterion 1 of California Register and is considered a historical resource. However, the proposed Project would not diminish the characteristics that make the railroad historic as the segment is not adjacent to the site, located more than 500 feet away, and would not be affected or altered by any of the Project elements. The sixteen resources located within a 0.5 mile radius include the foundations of the Southern Pacific Railroad Mecca station, two prehistoric isolates consisting of Salton Buff pottery

shards, several historic homes and commercial buildings. The four closest resources (historic residential and commercial) are located west of Date Palm Street and north of Avenue 66 which is more than 600 feet away. No resources were discovered on the Project site and the construction and operation of a park would not have a significant effect on any nearby resources as the operation of a park would not directly or indirectly alter or impact these resources. The Project site was previously used for agricultural operations and the top five feet of soil have undergone significant disturbance such that the discovery of unknown archaeological resources would be remote within this depth. The park will result in the installation of Project elements (turf, playground equipment, gazebos, picnic tables, fencing, volleyball courts) that will not require substantial excavation for installation. One small building (concession stand/restrooms/maintenance) would be constructed, but it is not anticipated that a deep foundation would be required. Mitigation Measures **CR-1** and **CR-2** will be implemented which will require archaeological and tribal monitoring and sampling for any excavation beyond a five foot depth with the potential to disturb native soil and encounter potential archaeological resources. Therefore, with implementation of Mitigation Measures **CR-1** and **CR-2**, the Project will result in less-than-significant impacts to a historical or archaeological site.

- c) The proposed Project site is not located on a known formal or informal cemetery. No discovery of human remains, including those interred outside of formal cemeteries is anticipated. Furthermore, there are several established regulations that protect against the disturbance of interred human remains, defined in California Health and Safety (HSC) Sections 7050.5 through and 7054, which mandate that in the event of an accidental discovery of human remains, the County Coroner must be contacted within 24 hours. If the County Coroner determines that the remains are Native American, the County is required to contact the Native American Heritage Commission (NAHC) and any applicable Tribes. Adherence to the regulatory requirements and Mitigation Measure **CR-3** will provide a redundancy mechanism to ensure that potential impacts from inadvertent discoveries of human remains do not occur and remain less than significant. Therefore, a less-than-significant impact to human remains will occur.

Mitigation:

- CR-1** Prior to issuance of a grading permit, the County shall retain a qualified archaeological monitor and tribal monitor in the event that any excavation beyond five feet is required. The archaeologist and tribal monitors shall perform monitoring and, if necessary, sampling for activities which require excavation five feet below the surface. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation as outlined in Mitigation Measure **CR-2**. Consulting Tribes shall be provided notification of ground-disturbing work, the anticipated construction schedule, and the contact information for the designated archaeological and tribal monitors in the event of an inadvertent discovery.
- CR-2:** The archaeologist and/or tribal monitor shall have the authority to stop and redirect grading in order to identify and preliminarily evaluate any cultural resource(s) discovered on the property. If the resource(s) is determined to hold potential significance, a 25-foot buffer shall be established and the relevant Tribes shall be immediately contacted by the Project supervisor to come to the Project site. The monitors shall, in consultation with the consulting Tribes, determine the significance of the resource(s) and whether additional monitoring by the archaeologist or a tribal monitor needs to occur.
- CR-3:** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains.

Monitoring: Riverside County Economic Development Agency, Project Construction Manager(s), Qualified Archaeological Monitor

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SI LTS NI AP M-DP

VI ENERGY

Would the Project

- | | | | | | |
|--|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during Project construction or operation? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source: GIS Database, Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones", County of Riverside General Plan.

Findings of Fact:

- a-b) LED Lights will be used throughout structures and playing areas. Lights will be placed on timers for maximum efficiency and illumination levels will be designed and placed in relation to the appropriate use. For example, lights can be placed on the baseball field, which requires higher illumination levels, and the spillover lighting could likely provide sufficient illumination for soccer fields, which require lower levels of illumination. Rain sensors, flow sensors, and irrigation timers will all be incorporated into the park design for maximum efficiency of water usage. Invasive plants will not be used and drought tolerant plants and trees that are hardy and require low maintenance will be used to incorporate water conservation and biodiversity. While turf will be required for the active recreation areas, a species will be used that requires less mowing and water, such as warm season hybrid bermudas. Recycled materials will be used throughout the Project whenever feasible and practical. Examples include, but are not limited to, playground equipment and structures, seating, fencing materials. The proposed Project would meet all requirements of Title 24 and any additional provisional requirements in order to assure that operation of the park would not conflict with adopted energy conservation plans. The Project would be required to maintain consistency with all Riverside County policies related to energy conservation including Policy H-4, Conservation of Energy and Policy H-29, Sustainable Building Policy. Therefore, a less-than-significant impact related to energy conservation will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

VII GEOLOGY AND SOILS

Would the Project

- | | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving | | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

c) <i>Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) <i>Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: GIS Database, Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones”, Figure S-4 “Earthquake-Induced Slope Instability Map,” and Figures S-13 through S-21 (showing General Ground Shaking Risk); Figure S-7 “Documented Subsidence Areas”; GIS Database (RCIT) County of Riverside General Plan, California Building Code.

Findings of Fact:

- a) The State of California Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface rupture along earthquake faults. The main purpose of the Act is to prevent the construction of buildings used for human occupancy along fault lines. The proposed Project site is not located within an Alquist-Priolo earthquake fault zone, or County Fault Hazard Zone, or any fault zone identified in the County of Riverside General Plan. The nearest fault zone is the San Andreas Fault Zone, which is located approximately 5 miles to the east. The Project would not contain any structure that result in a risk of exposure to people to adverse effects. Therefore, less-than-significant impacts to earthquake fault and County fault hazard zones will occur.

Southern California is a seismically active region; therefore, ground-shaking resulting from earthquakes may occur during the lifetime of the Project. The proposed Project will not be subject or susceptible to strong seismic ground shaking beyond the current condition. Furthermore, Section 1631 of the California Building Code (CBC) states that every structure and portion thereof, including nonstructural components that are permanently attached to structures and their supports and attachments, shall be designed and constructed to resist the effects of earthquake motions. Therefore, less-than-significant impacts related from strong seismic ground shaking will occur.

Soil liquefaction is a phenomenon in which saturated, cohesionless soils layers, located within approximately 50 feet of the ground surface, lose strength due to cyclic pore water pressure generation from seismic shaking or other large cyclic loading. During the loss of stress, the soil acquires ‘mobility’ sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, saturated, and uniformly graded fine-grained sands that lie below the groundwater table within approximately 50 feet below ground surface. According to the RCIT GIS Database, the proposed Project site has a high potential for liquefaction. According to the Riverside County Integrated General Plan Program Environmental Impact Report, geologic and geotechnical investigations are required for areas with potential for earthquake-induced liquefaction as part of the development review process for any structure proposed for human occupancy and any structure whose damage would cause harm. Prior to issuance of a grading permit, and as part of the environmental plan check process, the geotechnical investigation is required to incorporate building techniques to minimize seismic damage. Therefore, a less-than-significant impact to seismic-related liquefaction will occur.

The soils on the proposed Project site occur on relatively flat land, are stable and not susceptible to landslides. According to the USGS, areas most prone to landslides occur at the top or base of a slope. The proposed Project site is not located on or in proximity to a steep slope (less than 15 percent) and is generally flat in elevation for a one mile distance in all directions. The nearest peaks are the Mecca Hills located 3.5 miles to the northeast. Based on these factors, the risk from landslides, lateral spreading, collapse or rockfall hazards would not be considered substantial. Therefore, a less-than-significant impact from landslide risk will occur.

- b-c) The proposed Project will not result in a substantial loss of soil due to erosion. The Project site consists of Gilman fine sandy loam, wet, 0 to 2 to 8 percent slope and Indio fine sandy loam, wet. According to United States Department of Agriculture (USDA), Gilman and Indio soils are well drained, have negligible to low runoff, and moderately rapid permeability.

The Project would be subject to Storm Water Pollution Prevention Plan (SWPPP) requirements for erosion control during construction and would require the fugitive dust control measures during construction. Best management practices (BMPs) would be undertaken to control runoff and erosion from earthmoving activities such as excavation, grading, and compaction. All grading and compaction activities would be performed under the observation of a qualified engineer. After completion of construction, the erosion potential will be decreased. All soils used in the Project would be properly compacted in accordance with the Geotechnical Investigation and the County of Riverside specifications. With implementation of these standard control measures, a less-than-significant impact to soil erosion will occur.

According to the RCIT GIS Database, the proposed Project site is identified as being susceptible to ground subsidence. Subsidence is compaction of soil and other surface material with little or no horizontal motion. Causes of subsidence include earthquake and changes in groundwater tables. Subsidence may occur if the groundwater level substantially decreases. Groundwater levels monitored at a location less than 0.5 miles west of the Project site were approximately 5 to 7 feet below the ground surface. Groundwater levels at this location have remained relatively high and stable. The Project site is located within the Thermal Subarea of the lower portion of the Whitewater River (Indio) Subbasin, which is within the Coachella Valley Groundwater Basin. The Coachella Valley Groundwater Basin is bounded on the north and east by non-water bearing crystalline rocks of the San Bernardino and Little San Bernardino Mountains and on the south and west by the crystalline rocks of the Santa Rosa and San Jacinto Mountains. The Indio Subbasin comprises the major portion of the Coachella Valley floor and contains only the recent terraces and alluvial fans. The Thermal Subarea is a shallow fine-grained zone in which semi-perched groundwater is present. This zone consists of recent silts, clays, and fine sands, ranges from zero to 100 feet thick, and is generally an effective barrier to deep percolation.³ Mitigation Measure **GEO-1** will require a geotechnical investigation be conducted prior to design and construction to identify the appropriate foundational requirements to account for risk of subsidence. With implementation of Mitigation Measure **GEO-1**, a less-than-significant impact from subsidence will occur.

- d-e) Expansive soils are generally considered a threat because of the pressure that may be induced upon structures. In general, expansive soils include characteristics that may result in expansion or contraction when exposed to water. The extent of contraction (shrink) or expansion (swell) may be influenced by the amount and type of clay in the soil. The USDA Soil Conservation Service identifies shrink swell potential for soils as low, moderate, and high. Soils with high shrink swell potential include Altamont, Auld, Bonsall, Bosanko, Las Posas, Madera, Murrieta, Placentia, Porterville, Vallecitos, Waukena, Willows and Yokohl. The proposed Project site contains Gilman and Indio Series soils, which have a low shrink swell potential. As a result, the Project is not located on expansive soil and no substantial risks to life or property would occur; therefore, no significant impact from expansive soil will occur.

The Coachella Valley Water District sewer service currently serves the Mecca Boys and Girls Club. This service would be extended to the Project site and the Project would not require septic systems. Therefore, no significant impact to septic systems will occur.

³URS, *Final Report, Phase II Limited Environmental Site Assessment Mecca Street Improvement Project*, December 2009.

- f) The Coachella Valley is the northernmost portion of the Salton Trough and in some areas is filled with 3,700 meters of sediment. The Project site is mapped at the surface entirely as Quaternary alluvium of the Holocene Epoch consisting of Lake Cahuilla beds with fluvial sand strata interbedded with lacustrine mudstone strata. The lake sediments were deposited during each high stand resulting from flooding of the Salton Trough by inflow from the Colorado River. The fluvial sediments were deposited during the intervening lake low stands, when the former lake bed was dry. Fossil shells of the freshwater aquatic snails *Physella* (physa) and *Tyronia* (tyronia) have been noted in native sediments, which indicate presence of the Lake Cahuilla beds throughout the area. Any rock unit which has previously produced significant vertebrate fossils is ranked as having moderate to high potential for paleontological resources.⁴ However, the Project site is heavily disturbed due to historical farming operations for the top five feet of the soil. Mitigation Measure **GEO-2** will require the sampling during the geotechnical investigation or of any excavations that would exceed beyond a five foot depth to identify potential fossils or paleontological resources. With implementation of Mitigation Measure **GEO-2**, a less-than-significant impact to paleontological resources will occur.

Mitigation:

GEO-1 A geotechnical investigation shall be conducted prior to design and construction which will identify required foundation measures to ensure that the risk of subsidence is minimized to the greatest extent feasible.

GEO-2 Sampling will be conducted on bores that result in intact stratigraphic samples from which fossils can be recovered. Samples may be collected during geotechnical studies during final design, or alternatively, collected from the sidewalls of trenches dug for geotechnical investigations or during construction which exceeds five feet in depth.

Monitoring: Riverside County Economic Development Agency, Project Construction Manager(s), Qualified Paleontological Monitor

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact; AP=Analyzed in Prior EIR; M-DP=Substantially Mitigated by Uniformly Applicable Development Policies

	SI	LTS	NI	AP	M-DP
VIII GREENHOUSE GAS EMISSIONS					
<i>Would the Project</i>					
a) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: CalEEMod 2016.3.2 model.

Findings of Fact:

This section analyzes the Project's contribution to global climate change impacts by evaluating the Project's contribution of greenhouse gas (GHG) emissions. The primary GHG of concern is carbon dioxide (CO₂), which represents the majority (greater than 99 percent) of proposed Project-related emissions. According to Section 15064.4, of the State CEQA Guidelines for determining the significance of GHG emissions, a lead agency must consider the following in the assessment of potential significant impacts:

⁴County of Riverside TLMA, *Initial Study for the Avenue 66 Grade Separation Project*, 2015.

- 1) *The extent to which the Project may increase (or reduce) GHG emissions as compared to the existing environmental setting;*
- 2) *Whether the Project emissions exceed a threshold of significance that the lead agency determines applies to the Project;*
- 3) *The extent to which the Project complies with regulations or requirements adopted to implement an adopted statewide, regional, or local plan for the reduction or mitigation of GHG emissions.*

To address the State's requirement to reduce GHG emissions, the County prepared the 2015 Climate Action Plan (CAP) with the target of reducing GHG emissions within the unincorporated County by 15 percent below 2008 levels by the year 2020. The County's target is consistent with the AB 32 target and ensures that the County is providing GHG reductions locally that will complement the State and international efforts of stabilizing climate change.

The County determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emission analysis method. To do this the County determined the GHG emission amount allowed by a Project such that 90 percent of the emissions on average from all Projects would exceed that level and be "captured" by the Screening Table or alternate emission analysis method. The 3,000 MT CO₂e per year value is the low end value within that range rounded to the nearest hundred tons of emissions and is used in defining small Projects that are considered less than significant and do not need to use the Screening Tables or alternative GHG mitigation analysis used in the County CAP.⁵

- a) In accordance with the State CEQA Guidelines, GHG emissions were calculated for construction and operation of the Project and will be assessed against the County CAP threshold of 3,000 MTCO₂E/yr. GHG emissions resulting from Project construction and operation were calculated using the CalEEMod model, and include emissions resulting from on-road and off-road diesel fuel consumption as well as worker commutes, vehicle travel, energy consumption, water consumption, and waste generation. The total operational carbon dioxide emissions generated as a result of the Project is 196 metric tons (MT) per year, including construction-related emissions amortized over a typical Project life of 30 years. The proposed Project's operational GHG emissions are below the County CAP GHG threshold, as well as the SCAQMD threshold for most land use types, of 3,000 MT CO₂e and do not constitute a substantial contribution to global climate change. In addition, the low number of GHG emissions generated by the project would not interfere with the goals of SB32. Therefore, a less-than-significant impact related to GHG emissions on the environment will occur.
- b) The County of Riverside has adopted policies and programs in its General Plan to promote the use of clean and renewable energy sources, facilitate alternative modes of transportation, and for the sustainable use of energy. The County CAP, described above, was adopted by the Board on December 8, 2015. In particular, the CAP elaborates on the County General Plan goals and policies relative to GHG emissions and provides a specific implementation tool to guide future decisions of the County. The 2015 CAP is used as the baseline for the evaluation of consistency with applicable GHG plans, policies, or regulations. The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The County CAP identifies three main goals which are to: provide a list of specific actions that will reduce GHG emissions, giving the highest priority to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost; reduce emissions attributable to the County to levels consistent with the target reductions of AB 32; and establish a qualified reduction plan for which future development within the County can tier and thereby streamline the environmental analysis necessary under CEQA. Because GHG emissions are only important in the context of cumulative emissions, the focus of the analysis is on answering the question of whether incremental contributions of GHGs are a cumulatively considerable contribution to climate change impacts. The County CAP has incorporated the measures identified in the CARB Scoping Plan as a means for reducing GHG emissions. **Table GHG-1** summarizes the CARB Scoping Plan Policies for reducing GHG emissions. As shown in **Table GHG-1**, the Project is consistent with the CARB Scoping Plan Policies and County CAP. Therefore, a less-than-significant impact related to consistency with plans, policies, or regulations for reducing GHG emissions will occur.

⁵Riverside County Transportation and Land Management Agency, *Greenhouse Gas Emissions Screening Tables*, March 2015.

Table GHG-1 CARB Scoping Plan

CAP Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Energy Efficiency: Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policies, and implementation mechanisms.	Consistent. The Project will be designed and constructed using sustainable building practices, and will comply with the County's Sustainable Building Policy (H-29). The Project will be compliant with all current Title 24 standards.
Green Building Strategy: Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) ("CALGreen") was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards that became mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The 2013 edition is the most current version of the code, until the 2016 version takes effect on January 1, 2017. The Project will be subject to the mandatory standards in both versions of this Code. The Project will also incorporate LEED energy efficiency building measures.
Recycling and Waste: Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. A regulation to reduce methane emissions from municipal solid waste landfills is currently being developed by the state. The Riverside Countywide Integrated Waste Management Plan outlines the goals, policies, and programs the County and its cities will implement to create an integrated and effective waste management system that complies with the diversion mandates in AB 939. The Project will be required to participate with County programs for recycling and waste reduction which comply with the 50 percent reduction requirement of AB 939.
Water: Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The Project will comply with all applicable County ordinances, the CALGreen Code, and the County's Low Impact Development standards. Compliance measures include the installation of low water use fixtures (toilets, faucets), minimized outdoor water use through water efficient landscaping, and the use of alternative energy, when feasible.

Source: CARB Scoping Plan.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

IX HAZARDS AND HAZARDOUS MATERIALS

Would the Project

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within 0.25-mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive for people residing or working in the Project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Google Earth™; Coachella Valley Unified School District Site Maps; DTSC, Cortese List, Figure S-11 “Wildfire Susceptibility”; Figure S-19 “Airport Locations”; Figure PS-6 Airport Land Use Compatibility Zones and Influence Areas, Riverside County General Plan.

Findings of Fact:

- a-b) No hazardous materials or conditions exist on the proposed Project site and no demolition would occur which could encounter hazards, such as lead-based paint or asbestos-containing materials. Due to the possible presence of pesticides from historical farming operations, a Phase II Environmental Site Assessment (ESA) was conducted to test soil samples for possible contaminants which could be hazardous to human health. The results of the Phase II ESA indicated that contaminate levels in soils on the Project site were below the regulatory thresholds. Project construction may involve the limited transport, storage, use, or disposal of hazardous materials from the fueling or servicing of construction equipment on-site. Construction activities could also include general commercial cleaners, solvents, lubricants, paints, industrial coatings and other substances utilized for resurfacing. These types of chemicals are not acutely hazardous, and would be used in limited quantities and in adherence to the manufacturers’ guidelines. Further, these activities would be minimal, short-term, or one-time in nature. These materials are anticipated to be similar to other substances used on-site for the existing County-owned building.

During operation, the park would incorporate storage requirements and other safety measures into Project design in order to minimize potential impacts. The one building within the park would be equipped with the appropriate fire suppression equipment, including at least one 10-pound ABC fire extinguisher. Furthermore, any hazardous materials utilized for maintenance and/or operation of the park would be properly locked and made inaccessible to the public and/or untrained personnel in order to prevent unauthorized usage of these materials. Lastly, all hazardous materials would be used, transported, and stored in accordance to the manufacturer’s labels and with all accepted BMPs, and the use of hazardous materials and substances would be subject to federal, state, and local health and safety requirements. Compliance with the applicable laws and regulations would ensure that less-than significant impacts associated with the transport, use, or disposal of hazardous materials will occur.

- c) The proposed Project site is located within the Coachella Valley Unified School District. Existing schools, located within a one-mile radius of the Project site, include: Mecca Elementary (65250 Coahuilla Street) and Saul Martinez Elementary (65705 Johnson Street), both located more than 2,000 feet from the Project site. There are no schools located within one-quarter mile of the Project site. All transport of hazardous materials that could come within 0.25 miles of a school would implement established County protocols and design guidelines to ensure hazardous waste is managed and disposed of properly without potential of release to nearby schools. Therefore, less-than-significant impacts related to hazards or hazardous materials within 0.25 miles of a school will occur.
- d) The proposed Project site is not identified on any list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, a less-than-significant impacts related to the creation of a hazard from a list of compiled hazardous sites will occur.
- e) The proposed Project is not located within an airport influence area nor is it located in an airport compatibility zone. The Airport Land Use Commission is not required to review the Project. Therefore, no significant impacts to inconsistencies with airport planning will occur. The closest airport to the proposed Project site is Jaqueline Cochran Regional Airport, which is located approximately 4 miles northwest of the Project site. The Project will not contain any structures that would create a hazard to planes using the airport. In addition, the Project site is not within the primary flight-path of arriving and departing aircrafts for any of the surrounding airports. Therefore, a less-than-significant impact to safety hazards in the vicinity of a public airport will occur.
- f) The proposed Project will be confined within the existing County-owned property and would not create any conditions that would impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The Project would adhere to the emergency response plans and emergency evacuation plans currently established at the existing hospital, and the County's design review process would also ensure Project conformance with these plans. Therefore, no significant impact related to the disruption of emergency services will occur
- g) No part of Riverside County is immune from fire danger; according to Riverside County Land Information System, the proposed Project site is within a low fire area. There are no wildland areas within the Project vicinity that would create a potential fire hazard at the Project site. There are no areas of native vegetation found within the Project site that could provide a fuel source for a wildfire. The proposed Project would be fully developed with park amenities and would not increase the risk of fire. The MOB will be designed in accordance with all requirements of the County Fire Department. Therefore, no significant impact related to wildland fire areas will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

X HYDROLOGY AND WATER QUALITY

Would the Project

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:					
i) Result in substantial erosion or siltation, on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Flood Control District Flood Hazard Report/Condition; Riverside County General Plan; USDA Soil Conservation Service Soil Surveys; US Geological Survey; CEQA Guidelines Section 15155.

Findings of Fact:

- a) During construction, grading and excavation activities associated with the Project would generate potential for short-term erosion and discharge of pollutants, especially during times of inclement weather. Impacts to downstream water quality could occur as a result of the potential erosion and sediment transport. Impervious surfaces which are generally associated with various pollutants such as petroleum hydrocarbons, metals, and sedimentation. The proposed Project will continue to discharge into the local drainage which discharges into the Coachella Valley Storm Water Channel and eventually on the Salton Sea. The Coachella Valley Storm Water Channel and Salton Sea are both on the State Water Resources Control Board List of impaired water bodies. The Coachella Valley Stormwater Channel is impaired for DDT, Dieldrin, PCBs, Pathogens, Toxaphene, Nitrogen ammonia and toxicity. The Salton Sea is impaired for salinity, arsenic, chlorpyrifos, E Coli and Enterococcus, nutrients, chloride, low dissolved oxygen, and Nitrogen ammonia. The Project would be required to prepare a SWPPP pursuant to NPDES and the State General Construction Permit. This SWPPP will contain BMPs that include erosion control measures that are designed to reduce impacts from on- and off-site erosion during construction. Construction BMPs are categorized, by erosion control, sediment control, tracking control, and wind erosion control measures. Typical erosion control BMPs include scheduling to avoid adverse weather conditions, covering unused stockpiles, retaining existing vegetation, and implementing non vegetative cover. Typical sediment control BMPs include silt fencing, fiber rolls, gravel bag berms, street sweeping, and storm drain inlet protection. The application of water and silt fencing is used to control for wind erosion and rump pads and rocked entries are used as tracking controls to keep dirt on-site. Implementation of the SWPPP and adherence with these BMPs would ensure that water discharged from the site would not violate any water quality standards or waste discharge requirements during construction. The Project would consist primarily of pervious surface which would have sufficient capacity to capture all of the stormwater generated on site and no adverse effects would occur to water quality during operation of the Project. Therefore, a less-than-significant impact related to water quality standards and waste discharge requirements will occur.
- b) The proposed Project site lies within the service area of the Coachella Valley Water District (CVWD) in which the majority of the water is obtained from groundwater from both the Whitewater River and Mission Creek subbasins. CVWD's non-urban, non-potable supplies are comprised of recycled water and imported Colorado River water. Future supplies are projected to include treated and untreated Colorado River water and desalinated water from CVWD's agricultural drain system. This treated canal water is anticipated to be used as an urban potable supply starting in 2025 to reduce the amount of groundwater pumping and projected to meet 28 percent of the total urban potable demand by 2040. The CVWD requires new Projects to apply water conservation practices to the maximum extent practical including water efficient plumbing fixtures, the installation of drought tolerant plants in landscaped areas, and the use of reclaimed water for irrigation when available, all of which comply with Title 24 efficiency standards. The majority of the water used on site would be for irrigation and what is not taken up by vegetation will return to the groundwater. Therefore, a less-than-significant impact related to Project-related depletion of groundwater supply will occur.
- c) The proposed Project is located in the Coachella Valley Groundwater Basin. The Project site is underlain by the Whitewater River Indio subbasin (Eastern portion) of the Basin. The proposed Project would result in the creation of a park with primarily pervious surfaces (the surface parking lot is existing structure) and

would not change the topography and would not alter existing drainage flows. The Project would be landscaped and would not result in substantial erosion or siltation, on- or off-site, would not increase the rate or amount of surface runoff, or exceed the capacity of existing or planned sources of runoff. Therefore, a less-than-significant impact related to the alteration of drainage patterns will occur.

- d) The proposed Project is not located within a 100-year flood hazard area and the Project site is located on relatively level topography and would not result in inundation that could create flood hazard, tsunami, or seiche zones, or risk release of pollutants. Therefore, a less-than-significant impact related to the inundation hazards will occur.
- d) The proposed Project would be required to adhere to federal, state and local water quality provisions including the NPDES as implemented by the Colorado River RWQCB and the Whitewater River MS4 NPDES Permit. The Project will have sufficient capacity to handle stormwater runoff and prevent impacts to water quality. With implementation of the SWPPP and compliance with federal, state, and local regulations pertaining to the maintenance of water quality, a less-than-significant impact related to otherwise substantially degrade water quality at the Project site or within the surrounding vicinity will occur.

Mitigation: None

Monitoring: None

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	SI	LTS	NI	AP	M-DP
XI LAND USE AND PLANNING					
<i>Would the Project</i>					
a) <i>Physically divide an established community?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: County of Riverside General Plan; RCIT (GIS Database); Eastern Coachella Valley Area Plan.

Findings of Fact:

- a) The general plan land use designation for the proposed Project site is Agricultural and the zoning is Agricultural with a Community Development Overlay. The primary purpose of the overlay district is to create a transition for the development of community resources within the central area of Mecca. The proposed Project site is vacant and would result in the joint-use of a surface parking lot for the Mecca Boys and Girls Club. There are commercial and institutional uses along Avenue 66 with residential uses located to the north. The proposed park would be a valuable community resource providing recreational services and bringing residents together. The Project would not result in the physical division of an established community. Therefore, no significant impact related to the division of a community will occur.
- b) The proposed Project would result in the use of the site as a public facility. The park would be located adjacent to the existing Mecca Boys and Girls Club, near the library and other commercial services and would provide recreational amenities to the community. The development of the Project would not require a change in the land use designation or zoning and would be consistent with the vision of the area. The Project will continue to be compatible with the surrounding residential uses and would not influence a pattern of change to any adjacent jurisdictions. Therefore, no significant impact related to land use compatibility will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

XII MINERAL RESOURCES

Would the Project

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-5 "Mineral Resources Area"; California Geologic Survey, Special Report 217, Plate 24, Palm Springs 30' x 60' Quadrangle.

Findings of Fact:

- a-b) According to the Riverside County General Plan, the County has extensive deposits of clay, limestone, iron, sand, and aggregates; however, the proposed Project site is located in an unmapped area for Mineral Resources. The Project site is located on vacant land that was previously used for agriculture. The geologic composition of the area consists of alluvial wash deposits and young alluvial fan deposits. Only minor excavation is expected to reach previously undisturbed soils and the magnitude of excavation is unlikely to uncover any mineral resources. The Project is not located on or near a locally-important mineral resource recovery site and would not expose people or property to hazards from proposed, existing or abandoned quarries or mines. Therefore, no significant impacts related to mineral resources will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

XIII NOISE AND VIBRATION

Would the Project

a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Project Description; Riverside County Ordinance No. 847; Riverside Municipal Code Section 7.35

Findings of Fact:

Sound is described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by differentiating among frequencies in a manner approximating the sensitivity of the human ear. The perceived loudness of sound is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and should be approximated by the A-weighted sound levels (expressed as dBA) and the way the human ear perceives noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time-varying signal over a given time period. Typically, local agencies often are evaluated in terms of 24-hour metrics such as the day-night level (L_{dn}) or the community noise equivalent level (CNEL). For the purposes of this assessment, noise levels must be expressed in terms of worst-hour equivalent sound level. The L_{eq} is the foundation of the composite noise descriptor, day/night average (L_{dn}), and shows very good correlation with community response to noise. Human response to noise varies widely depending on the type of noise, time of day, and sensitivity of the receptor. The effects of noise on humans can range from temporary or permanent hearing loss to mild stress and annoyance due to such things as speech interference and sleep deprivation. Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks, and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or “point source,” will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 dBA at a reference distance of 50 feet, then the noise level would be 83 dBA at a distance of 100 feet from the noise source, 77 dBA at a distance of 200 feet, and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard surfaces and 4.8 dBA over soft surfaces for each doubling of the distance.

Ambient noise measurements were taken at sensitive receptors near the proposed Project site to establish a baseline to assess the potential noise effects from construction and operation of the Project. **Figure N-1** shows the locations of the noise measurements in relationship to the Project site and **Table N-1** shows the existing ambient noise levels. As shown in **Table N-1**, daytime existing ambient sound levels ranged between 44.5 and 65.4 dBA L_{eq} .

Table N-1 Ambient Noise Levels at Sensitive Receptors Near the Project Site

Receptor	Location	Distance to Project site (feet)	L_{max} dBA(a)	L_{eq} dBA(a)
Single-Family Residence	Avenue 66 and Dale Kiler Rd.	300	77.2	61.8
Mecca Library	91260 Avenue 66	450	79.1	64.6
Single-Family Residence	Brown St. and Second St..	600	68.9	58.9
Multi-Family Residence	Avenue 66 and Home Ave.	950	78.3	65.4
Single-Family Residence	Johnson St. and National Ave.	3,300	64.3	44.5

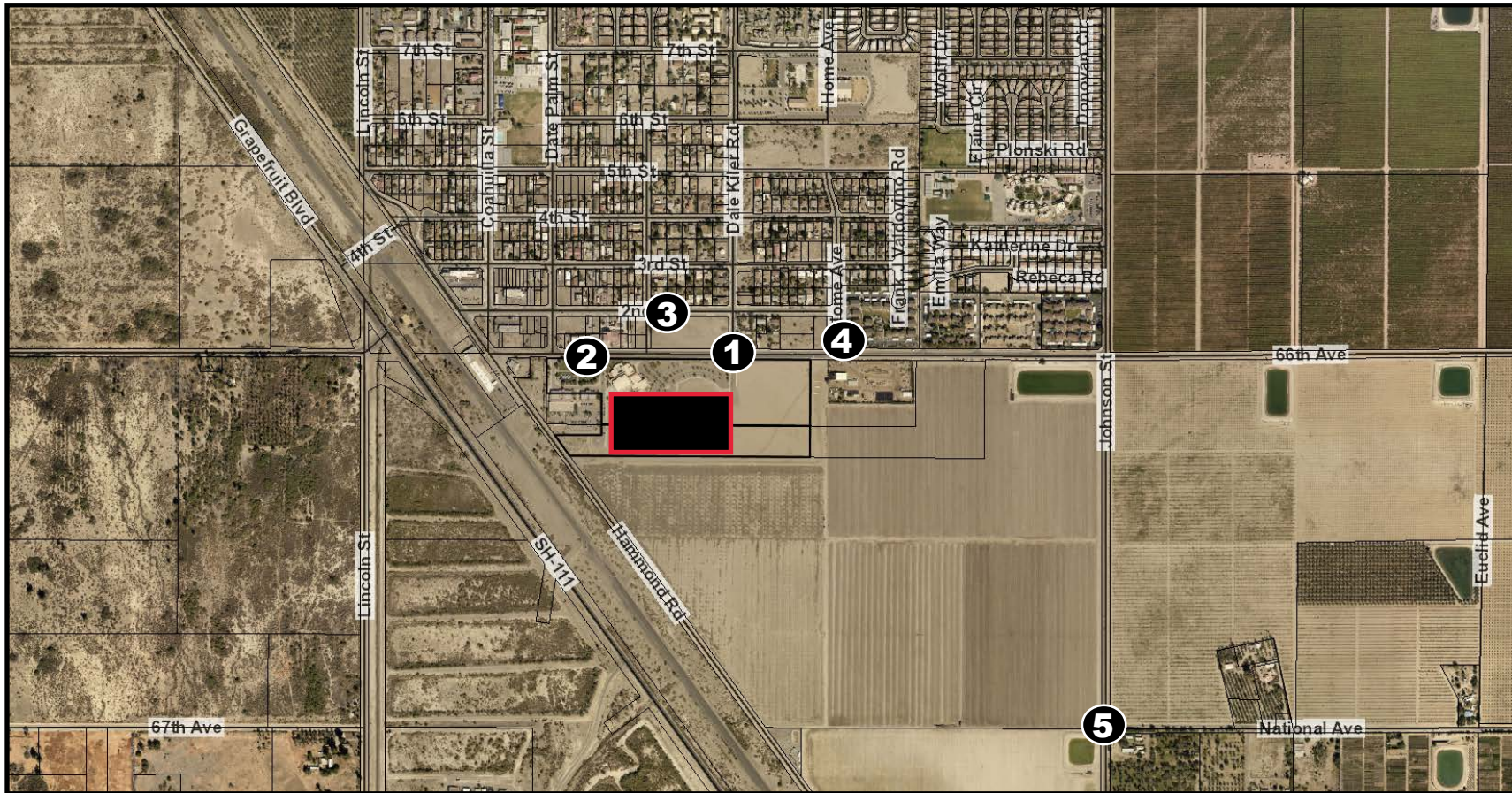
(a) Noise Measurements taken using a Sper Scientific Class I noise meter and wind screen on June 27, 2019. Weather conditions were sunny with a slight breeze.

SOURCE: Riverside County EDA

- a) County Ordinance 847 identifies a 65 L_{max} dBA noise standard for public facilities. This standard is used for land use planning and compatibility and is not intended to establish a CEQA threshold of significance. The evaluation of CEQA is intended to measure a Project’s effects against the existing baseline. As shown in **Table N-1**, five of the six representative sensitive receptors have an existing L_{max} that is higher than 65 L_{max} dBA identified in the Ordinance and provides further support that this standard would not be the best approach to evaluating the Project’s impact. Lastly, because the facility is owned and operated by for governmental agency, the County is exempt (Section 2a) from the provisions of this Ordinance.

The smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA.⁶ A change of at least 5 dBA would be noticeable and would likely evoke a community reaction. Therefore, the most appropriate standard to evaluate noise impacts under CEQA is to identify a threshold based on the increase from the existing ambient noise level and is based on the 1992 Federal Interagency Committee on Noise.

⁶Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, July 13, 2010.



LEGEND

 Project Area

1. Avenue 66 and Dale Kiler Rd. - Single-Family Residence
2. 91260 Avenue 66 - Mecca Library
3. Brown St. and 2nd St. - Single-Family Residence
4. Avenue 66 and Home Ave. - Multi-Family Residence
5. Johnson St. and National Ave. - Single-Family Residence



0 650 1350
FEET

FIGURE 3

MECCA REGIONAL SPORTS PARK
NOISE MONITORING LOCATIONS

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Ambient noise levels greater than 65 dBA are more susceptible to noise increases and therefore, a thresholds of 1.5 dBA will be used to identify whether an impact will occur. Ambient noise levels between 60-65 dBA have a moderate sensitivity to noise increases and, therefore, a 3 dBA threshold will be used to identify noise impacts. Ambient noise levels lower than 65 dBA have the lowest sensitivity to noise increases, therefore, a 5 dBA threshold is used to identify noise impacts.

The proposed Project would result in the construction and operation of a park. Construction of the Project would result in temporary and periodic increases in noise, which is more likely to result in annoyance and inconveniences, rather than the more serious effects such as hearing loss, sleep deprivation, and stress. While there would be a temporary increase in noise levels within the Project vicinity during construction, the operation of the park could create noise from people recreating that would raise ambient noise levels at surrounding sensitive receptors. Operation of the Project would also include noise from on-road vehicles, parking lots, and mechanical equipment. The potential effects from these noise sources are discussed below.

Recreational Noise. A number of the park users would be engaging in active recreation such as using the athletic fields or playground. Outdoor activities typically generate 60 dBA L_{eq} noise level at 50 feet⁷. This would result in a new ambient noise level of 47.1 dBA L_{eq} at the nearest sensitive residential receptor. When added to the existing ambient noise level, the increase in noise would be less than 1.0 dBA and would not be audible.

Mobile Noise. To ascertain mobile noise impacts along Avenue 66 from Home Avenue to Date Palm Street, a roadway noise level was calculated based upon existing traffic flows with a Project peak hour volume added which would fill the existing parking lot (223 spaces) to represent the worst-case conditions. The Federal Highway Administration RD-77-108 noise calculation formulas were used to predict noise levels. At this conservative assumption, the Project-related noise increase would be 1.3 dBA L_{eq} . The roadway noise increase attributed to the Project would not be audible at this segment or any other roadway segment.

Parking Sources. Noise sources associated with parking include car alarms, car horns, slamming of car doors, engine revs, and tire squeals. Instantaneous noise events, such as car alarm and horn noise, would generate sound levels as high as 83 dBA at a distance of 25 feet. However, car alarm and horn noise would be short-term and intermittent. Automobile movements would comprise the most continuous noise source. Automobile movements would generate a noise level of approximately 58 dBA L_{eq} at a distance of 50 feet.⁸ The existing Mecca Boys and Girls Club parking lot currently experiences parking noise associated with the 223 spaces. The proposed Project would result in the shared use of the parking lot that would result in a higher utilization of the parking spaces. The Project-related parking noise would result in an ambient noise level of 58 dBA L_{eq} at the nearest residential sensitive receptor. When added to the existing ambient noise level, the increase in noise level would be less than 1.0 dBA and would not be audible. Therefore, a less-than-significant impact from parking noise will occur.

Mechanical Equipment Sources. Potential stationary noise sources related to the long-term operations of the proposed Project include the operation of irrigation and maintenance equipment. Mechanical equipment typically generates noise level of approximately 61 dBA L_{eq} or less at 50 feet. This would result in a new ambient noise level of approximately 45 dBA L_{eq} at the nearest residential sensitive receptor. The existing noise levels at the nearest residential receptor is 61.8 dBA L_{eq} , respectively. The increase in noise level would be less than 1.0 dBA and would not be audible.

⁷Los Angeles Unified School District, LAUSD New School Construction Program Draft Program EIR, March 2004.

⁸The reference parking noise level is based on a series of one-hour noise measurements completed 50 feet from vehicles accessing a parking area.

Table N-2 shows that the summation of the noise levels for the operational noise sources discussed above would not exceed the 1.5, 3, and 5-dBA increase thresholds at any of the sensitive receptors. Based on existing noise levels and distance attenuation, ambient noise levels would increase by less than one dBA and would not be perceptible at the nearest sensitive receptors. Therefore, a less-than-significant impact related to a substantial permanent increase in ambient noise levels will occur.

Table N-2 Project Operational Noise Impacts

Receptor	Distance	Existing Ambient Noise Level (dBA, Leq)	New Ambient Noise Level with Project (dBA, Leq) (a)	Increase (dBA)	Threshold (dBA)	Potentially Significant Impact
Single-Family Residence -Dale Kiler Rd. /Ave. 66	300	61.8	62.0	0.2	3	No
Mecca Library- Ave. 66	450	64.6	64.7	0.1	3	No
Single-Family Residence - Brown Ave. /2 nd St.	600	58.9	59	0.1	5	No
Multi-Family Residence - Ave. 66 th /Home Ave.	950	65.4	65.4	0.01	1.5	No
Single-Family Residence – Johnson St./National Ave.	3300	44.5	44.6	0.1	5	No

(a) Project operational noise based on noise level of 64.93 dBA Leq which includes the combination of recreational noise, mechanical noise, mobile and parking noise, and then combined with ambient noise and attenuated for distance to receptor.

Noise from construction activities is generated by two primary sources: (1) the noise related to active construction equipment; and, (2) the transport of workers and equipment to construction sites. Project construction is expected to require the use of earthmoving and construction equipment for site prep, excavation/grading, construction, paving, and architectural coatings. Typical operating cycles for earthmoving equipment, such as excavators, graders, and bulldozers, may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Based on the intensity of use and equipment mix, noise levels during construction are estimated to have an L_{eq} of 89 dBA at 50 feet.⁹

The nearest noise-sensitive receptor is the single-family residence at the corner of Dale Kiler Road and Avenue 66 located approximately 300 feet northeast of the proposed Project site. As shown in **Table N-3**, exterior noise levels would exceed 65 dBA, however, the resulting interior noise levels at the nearest sensitive receptors would be less than 55 dBA. This would result in a temporary increase to existing ambient noise levels, and would represent an inconvenience to the nearest residential receptors.

Because construction noise is usually generated in short bursts and the heavy equipment used during site preparation moves around the construction site, this maximum noise level is not likely to occur for sustained periods of time and the temporary inconvenience would not be a substantial increase which could alter human health or safety. The National Institute of Occupational Health has identified a recommended exposure limit of 85 dBA as an 8-hour weighted average, which can result in potential hearing loss. Construction noise levels would not result in an 8-hour weighted average that would exceed this noise level. In addition, while construction activity would last for approximately 10 months, the majority of the construction noise effects would occur during excavation and grading which would only last for approximately 45 days. Therefore, a less-than-significant impact related to noise from construction activity and equipment will occur.

⁹USEPA, *Noise from Construction Equipment and Operations*, 1971.

Table N-3 Project Construction Noise Impacts

Receptor	Distance	Estimated Exterior Construction Noise Level (dBA, L_{eq}) (a)	Estimated Interior Construction Noise Level (dBA, L_{eq}) (b)	Potentially Significant Impact
Single-Family Residence -Dale Kiler Rd. /Ave. 66	300	71.0	51.0	No
Mecca Library- Ave. 66	450	73.7	53.7	No
Single-Family Residence - Brown Ave. /2 nd St.	600	68.0	48.0	No
Multi-Family Residence - Ave. 66 th /Home Ave.	950	67.5	47.5	No
Single-Family Residence – Johnson St./National Ave.	3300	54.0	34.0	No

(a) Construction activity used an L_{eq} of 89 dBA.

(b) A 20-dBA reduction was applied for construction as identified in the Department of Housing and Urban Development Noise Notebook.

Source: Riverside County EDA and Google.

Typically, traffic volumes must double before the associated increase in noise levels is noticeable.¹⁰ The speed limits along the Avenue 66 in front of the proposed Project site is 30 miles per hour. Existing daily traffic volumes in front of the Project site are around 5,000. As heavy-duty trucks used for construction can generate substantially more noise than passenger cars, fewer truck trips would be needed to increase noise levels. However, based on data previously modeled for a four lane roadway with 25,000 ADT and at 45 miles per hour speed limit, approximately 2,150 additional daily trucks would be needed to be added to the network to increase traffic noise levels by 3 dBA for an audible noise increase.¹¹ The Project is anticipated to generate less than ten daily trucks trips during construction. This would be well below the 2,150 daily trucks needed to create an audible increase in noise levels. Off-site construction traffic noise under the proposed Project would not expose sensitive receptors to noise levels that would create a substantial temporary increase in ambient noise levels.

Construction activity, although temporary at any given location, can be substantially disruptive to adjacent uses during the construction period. Construction activity is anticipated to last 10 months and will not occur during night time hours or on weekends when the majority of people are home. Construction noise impacts will be minimized to the extent feasible by limiting construction hours, staging vehicles and equipment away from sensitive receptors, and using equipment that is maintained and in good operating condition. These measures have been identified as Mitigation Measures **NOI-1** through **NOI-4**. With implementation of mitigation, a less-than-significant impact related to a substantial or periodic increase in noise levels will occur.

Noise impacts could be considered significant if they caused a violation of any adopted standards. County Ordinance No. 847 and the Noise Element of the County General Plan are the documents that guide noise regulations within the County. According to Section 2a of the Noise Ordinance, facilities owned or operated by or for a governmental agency are exempt. The proposed Project site is owned by the County and is exempt from the Ordinance. In addition, the Project increase in noise levels would be less than one dBA at the nearest representative sensitive receptors and the new projected ambient noise levels would be at or below the Stationary Noise Standard level of 65 dBA L_{eq}, identified in Table N-2 of the County General Plan Noise Element. Therefore, a less-than-significant impact related to consistency with adopted noise standards will occur.

¹⁰California Department of Transportation, *Transportation Project-Level Carbon Monoxide Protocol*, Page 4-7, Revised December 1997.

¹¹Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, July 13, 2010.

- b) No significant sources of groundborne vibration or noise would be generated during the operation of the proposed Project. The construction of the Project would have the potential to produce short-term ground-borne vibrations. The closest land uses potentially impacted from groundborne vibration and noise (primarily from the use of heavy construction equipment) is the Mecca Boys and Girls Club located to the northwest of the Project site, and the closest point of the building would be approximately 100 feet from construction activity. The Federal Transit Administration has identified a construction vibration damage criterion of 0.5 inches per second peak particle velocity (PPV) for reinforced concrete, steel or timber buildings. General construction activity typically generates a vibration level of 0.089 inches per second PPV at 25 feet. This reference level would result in a vibration level of 0.011 inches per second PPV at the Boys and Girls Club. This level would be well below the construction vibration damage criteria of 0.5 inches per second PPV and would not expose people to risk of building failure. In addition, Riverside County Ordinance No. 847 places time restrictions involving heavy equipment in order to protect sensitive receptors from impact. Furthermore, it should be emphasized that demolition and construction activities are anticipated to last 10 months and would be limited to daytime activities. Mitigation Measures **NOI-1** through **NOI-4** will ensure that groundborne vibration and noise are reduced to the greatest extent feasible. Therefore, a less-than-significant impact related to groundborne vibration and noise will occur.
- c) The proposed Project site is not within an airport influence area and is located approximately 4 miles to the southeast of Jacqueline Cochran Regional Airport. Given the distance to the Project site, the Project site would not be located within takeoff and landing areas and no noise from low flying planes is expected to adversely affect people on site. Therefore, no significant impact related to public airport noise will occur.

Mitigation:

- NOI-1** A construction noise coordinator shall be established prior to construction and signage will be provided on site that will identify the designated person and contact number. The coordinator shall be responsible for receiving calls from residents regarding specific construction noise-related complaints. The coordinator would then be responsible for taking appropriate measures to reduce or eliminate noise levels as appropriate.
- NOI-2** During construction, all staging areas and equipment shall be located and directed as far to the south as possible to avoid any disruptions to the sensitive receptors located north of the Project site.
- NOI-3** Construction activity shall be prohibited during the hours of 6:00 p.m. and 7:00 a.m. and on weekends and County-designated holidays.
- NOI-4** Construction equipment shall be properly maintained and equipped with mufflers and other State-required noise-attenuation devices.

Monitoring: Riverside County EDA and Construction Contractor

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact;
AP=Analyzed in Prior EIR; M-DP=Substantially Mitigated by Uniformly Applicable Development Policies

	SI	LTS	NI	AP	M-DP
XIV POPULATION AND HOUSING					
<i>Would the Project</i>					
a) Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Project Description; RCIT (GIS Database); Riverside County General Plan Housing Element.

Findings of Fact:

- a-b) The proposed Project involves the construction and operation of a park on County owned land that is vacant. The Project will not displace people, necessitating replacement housing and will provide recreational services to an underserved area. The recreational services would be provided to an existing population and, given the park's relatively small size, would not induce substantial unplanned population growth. Therefore, no significant impact related to population and housing will occur.

Mitigation: None

Monitoring: None

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact;
AP=Analyzed in Prior EIR; M-DP=Substantially Mitigated by Uniformly Applicable Development Policies

SI LTS NI AP M-DP

XV PUBLIC SERVICES

Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a) Fire Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Project description, Google Earth.

Findings of Fact:

- a-e) The proposed Project site is currently served by all required public services. The Riverside County Sheriff's Department provides police protection to the Community of Mecca and the nearest station is located at 86625 Airport Boulevard in Thermal, approximately 6.5 miles from the Project site. Riverside County Fire provides fire protection services and the nearest station is located at 91350 Avenue 66, adjacent to the north of the Project site. As described earlier, two elementary schools within the Coachella Valley Unified School District are located within 0.5 miles of the Project site. Desert Mirage High School and Toro Canyon Middle School are located adjacent to each other, five miles to the west along Avenue 66. The Mecca Library is located adjacent to the west of the Fire Station, at 91260 Avenue 66. The Mecca Community Center and medical clinic are located adjacent to the west of the Project site.

The proposed Project involves the construction and operation of a park on County owned land which would provide recreational services to an existing population and would not induce population growth or activities which would result in an increased demand for fire, police, school, and other public facilities services and trigger the need for new or altered facilities to meet required service ratios or response times. Therefore, a less-than-significant impact related to public services will occur.

Mitigation: None

Monitoring: None

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact;
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SI LTS NI AP M-DP

XVI RECREATION

Would the Project

- | | | | | | |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source: RCIT (GIS Database); Ord. No. 460 Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ord. No. 659 (Establishing Development Impact Fees); County of Riverside General Plan.

Findings of Fact:

- a-b) The proposed Project includes the construction of a recreational facility and is being constructed to address a shortage in demand for recreational services. The construction and operation of the park will provide an additional recreational area such that the physical deterioration of other recreational facilities will be slowed by the additional recreational area. Therefore, no significant impact related to parks and recreation will occur.

Mitigation: None

Monitoring: None

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SI LTS NI AP M-DP

XVII TRANSPORTATION

Would the Project

- | | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Source: RCIP, Site Plan, Site Reconnaissance, ITE Manual, County of Riverside General Plan, ITE 9th Generation Trip Rates.

Findings of Fact:

- a-b) The Regional Transportation Plan (RTP) is a multi-modal, long-range planning document and includes programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and finances. The RTP is prepared every three years by SCAG and reflects the current future horizon based on a 20-year Projection of needs.

Urbanized areas such as Riverside County are required by State law to adopt a Congestion Management Plan (CMP). The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. The Riverside County Congestion Management Program (CMP) is updated every two years in accordance with Proposition 111. The purpose of a CMP is to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality.

Local agencies are required to establish minimum level of service (LOS) thresholds in their general plans and conduct traffic impact assessments on individual development Projects. Deficiency plans must be prepared when a development Project would cause LOS F on non-exempt CMP roadway segments. The deficiency plans outline specific mitigation measures and a schedule for mitigating the deficiency.

The construction schedule for this Project is estimated to be 220 working days. Construction traffic includes a mix of light and heavy vehicles corresponding to workers and construction trucks. Construction of the Project would occur in four phases: site preparation, grading, building construction, and architectural coating. The summary of construction activity is presented in **Table T-1**.

Construction trip generation estimates are based on the anticipated construction schedule and phasing. Typical construction work schedules are expected to be during daylight hours only, with the arrival of construction workers occurring well before the morning peak commute period due to high temperatures and departures in the mid afternoon before the evening peak period. Truck and delivery activity to and from the site would also occur predominantly outside the peak commute periods.

Table T-2 estimates that the daily construction traffic would range from about 12 vehicles per day for Phase 1 to about 38 vehicles per day assuming traffic is evenly spread over the working days of each phase. These are conservative assumptions assuming no carpooling of construction workers (that is all workers arrive in their individual vehicles). If only half of the workers arrive and depart pre-commute periods in the morning and evening then the site generated traffic occurring in the peak period is about 20 trips. Construction activity is not anticipated to generate more than 20 trips during the AM or PM peak hour.

Table T-1 Summary of Construction Activity

Phase	Duration (days)	Crew	Equipment
Site Prep	15	7	Dozers (2), Tractor/Loader/Backhoe
Grading	30	7	Excavator, Grader, Backhoe
Building Construction	165	15	Forklifts (2), Generator Sets (2), Tractor/Loader/Backhoe, Welder
Architectural Coating	10	5	Air Compressor

Source: Construction Contractor, CalEEMod.

Table T-2 Estimated Construction Daily Trip Generation

Phase	Duration (days)	Number of Workers	Maximum Haul Truck Trips	Total Trips
Site Prep	15	8	18	26
Grading	30	8	18	26
Building Construction	165	15	4	38
Architectural Coating	10	5	2	12

Source: CalEEMod, Construction Contractor Assumptions.

Operational traffic will result primarily from park visitors. Traffic volumes on surrounding streets would not substantially increase as a result of this activity. Project trip generation from the approximately 5.8 acres of parkland would result in approximately 524 new daily trips and approximately 11 and 33 trips during the AM and PM peak hour, respectively. **Table T-3** shows the existing and new traffic generated during the operation of the Project. The Riverside County Transportation Department has determined Projects that contribute less than 100 new trips during the peak hour will not substantially affect traffic or impair implementation of any traffic control plan or congestion management program. The Project would not generate 50 or more AM peak hour trips. Therefore, a less-than-significant impact related to the performance of the circulation system will occur.

Table T-3 Summary of Trip Generation

Land Use	Size/acre	Trip Rate/1000 sf		New Trips	
		AM	Daily	AM Peak Hour	Daily
Proposed Park /a/	5.8	1.92	90.38	11	524
Exceeds 100 Peak-Hour Trip Threshold?				NO	

/a/ Multi-purpose Recreation Facility (code 435) was used to estimate trips.
Source: 9th Edition ITE Trip Generation.

- c) The proposed Project would not alter existing roadways or increase hazards due to a geometric design feature. The interior access of the Project site would be modified to facilitate circulation, but these improvements would have not an effect on the surrounding roadway network. As a result, the Project would not create any hazardous or incompatible conditions to the surrounding circulation network. Therefore, no impact related to the creation of hazardous roadway conditions will occur.
- h) Fire and emergency access is provided in compliance with the Uniform Fire Code. The proposed Project does not propose any action that would negatively affect emergency access to and from the site beyond the existing condition. There would be multiple access points to the park on Avenue 66 (2) and the connecting adjacent road (1) to the east, such that if one were blocked, others would be available to ensure that emergency service can be provided to the Project site in an efficient manner. Therefore, no impact related to emergency access will occur.

Mitigation: None

Monitoring: None

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact;
AP=Analyzed in Prior EIR; M-DP=Substantially Mitigated by Uniformly Applicable Development Policies

SI LTS NI AP M-DP

XVIII TRIBAL CULTURAL RESOURCES

Would the Project Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

(i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.100? or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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(ii) A resource determined by the lead agency in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Tribal Consultation, Cultural Records Search and Historic Property Survey Report for the Avenue 66 Grade Separation Project.

Findings of Fact:

Native American consultation began with letters being sent out to two tribes, Agua Caliente Band of Cahuilla Indians and the Torrez-Martinez Desert Cahuilla Indians on June 26, 2019 requesting the initiation of consultation within 30 days. Agua Caliente Band of Cahuilla Indians provided a response requesting consultation and no response was received from Torrez-Martinez Desert Cahuilla Indians. Government-to-government consultation pursuant to AB 52 was initiated on June 1, 2017 and June 2, 2017 respectively. County staff met to discuss Project components, impacts, and mitigation requirements. During consultation meetings, it was requested that the tribes provide County staff with any issues or concerns. In addition, it was requested that they identify any tribal cultural resources that may be present within the Project area. To date, no issues have been raised and no information has been provided regarding tribal cultural resources. No information has been provided indicating that tribal cultural resources are present within the Project site. Regardless, Mitigation Measures **CR-1** and **CR-2** will ensure that a

tribal monitor will still be on-site when undisturbed soil is excavated to monitor in the case of an accidental discovery. Therefore, implementation of the Project would have no impact on tribal cultural resources.

Mitigation: None

Monitoring: None

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact;
AP=Analyzed in Prior EIR; M-DP=Substantially Mitigated by Uniformly Applicable Development Policies

	SI	LTS	NI	AP	M-DP
XIX UTILITIES AND SERVICE SYSTEMS					
<i>Would the Project</i>					
a) <i>Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) <i>Have sufficient water supplies available serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) <i>Result in a determination by the wastewater treatment provider which serves the or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) <i>Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) <i>Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Coachella Valley Water District, California State Water Quality Resources Control Board.

Findings of Fact:

- a) The Project site will tie into the existing wastewater, electrical, and telecommunications systems that serve the Project area and will not require expansion of capacity. Natural gas will not be required for implementation of the Project. There are no stormwater drainage facilities in the vicinity of the Project area. However, the Project will consist primarily of pervious surfaces and will be able to capture all stormwater generated on site, without significantly impacting the surrounding properties and street system. Therefore, a less-than-significant impact related to the need for relocated or expanded utility systems will occur.
- b) Water usage resulting from operation of the proposed Project would primarily result from landscaping irrigation and the restroom facility and drinking fountains. The Project would be required to comply with the mandatory measures for non-residential buildings under Division 5.3, Part 11 of Title 24 (CALGreen) for both indoor and outdoor water use. Indoor water conservation measures include, but are not limited to 1.28 gallons per flush for toilets, 0.125 gallons per flush for wall-mounted urinals, 0.5 gallons per flush for floor mounted urinals, 2 gallons per minute at 80 pounds per square inch (psi) for single showerheads, and 0.5 gallons per minute at 60 psi for lavatory faucets. Outdoor conservation measures address the amount of water use based on the amount of aggregate landscaping to comply with the County water-efficient landscape ordinance and the California Department of Water Resources Model Efficient Landscape Ordinance. The Project is anticipated to generate a water demand of approximately 12,775 gallons per day (gpd) or 15.2 acre-feet per year (afy). The majority of the CVWD water is obtained from groundwater from both the Whitewater River and Mission Creek subbasins. CVWD's non-urban, non-potable supplies are comprised of recycled water and imported Colorado River water. Future supplies are projected to include treated and untreated Colorado River water and desalinated water from CVWD's agricultural drain system.

This treated canal water is anticipated to be used as an urban potable supply starting in 2025 to reduce the amount of groundwater pumping and projected to meet 28 percent of the total urban potable demand by 2040. According to 2015 CVWD Urban Water Management Plan (UWMP), water retail and wholesale supply in 2020 is 113,400 afy and is projected to increase to 141,000 afy by 2040. According to the 2015 UWMP, during an average water year, the EMWD has sufficient supplies to meet both retail and wholesale water demand through 2040. During dry years, CVWD also has estimated that can accommodate increased demand in dry years by relying more on groundwater.

The CVWD 2015 UWMP is a plan to ensure that it can meet the water demand of its service area now and in the future. The water demand for the CVWD service area is based on customer types (land use) and regional population Projections. The 2015 UWMP also accommodates projected population growth by assuming a significant amount of agricultural and vacant land (approximately half) will need to be developed. The proposed Project would fall within the land to be developed and would be accounted for in the projected water demand anticipated by CVWD. Therefore, the water consumption estimated for the Project site would not exceed that which is anticipated by CVWD's 2015 UWMP.

Implementation of the Project would result in the increased consumption of additional amounts of water; however, not to a degree that would adversely impact the capacity of the CVWD water treatment facility. The CVWD requires new Projects to apply water conservation practices to the maximum extent practical including water efficient plumbing fixtures, the installation of drought tolerant plants in landscaped areas, and the use of reclaimed water for irrigation when available, all of which comply with Title 24 efficiency standards. While there are no recycled water distribution pipelines in the vicinity of the Project site, Mitigation Measure USS-1 will require that the design of the water distribution system will consist of a dual piped system, so that when recycled or reclaimed water is available to the area, the Project site will be able to easily convert to recycled water, thereby significantly reducing the potable water demand. Adherence to all applicable rules and regulations related to the conservation of water and implementation of Mitigation Measure **USS-1**, will ensure that a less-than-significant impact related to water supply will occur.

- c) The proposed Project site is within the wastewater treatment service area of the Coachella Valley Water District (CVWD). CVWD provides wastewater service to more than 91,000 home and business accounts. It operates six water reclamation plants and maintains more than 1,000 miles of sewer pipelines and more than 30 lift stations that collect and transport wastewater. The Project would generate wastewater from the public restrooms, which would require approximately 20 gallons per day per parking space, which would generate approximately 4,460 gallons per day based on a conservative estimate of all of the shared parking spaces being used by the park patrons.¹² CVWD has an existing sewer distribution system that the Project would connect into that has a capacity of 33.5 million gallons per day. The current annual flow is 17.21 million gallons per day.¹³ CVWD levies a sanitation capacity charge on all new development to ensure that there is funding available to increase capacity as needed. The increase in wastewater caused by the Project would represent 0.027 percent of the available capacity and no expansion in capacity would be needed at the time. As described, funding would help to provide additional capacity as needed. Any additional capacity would undergo further environmental review with the CVWD acting as the lead agency. Therefore, a less-than-significant impact related to water treatment facilities will occur.
- d) According to the California Department of Resources Recycling and Recovery; the County's landfills collectively have a total capacity of approximately 2.6 million cubic yards. The County landfills are collectively at less than 30 percent capacity. The proposed Project would be regulated by federal, state and local government and would be required to comply with all statutes and regulations related to solid waste. All solid waste generated by the Project would be disposed at a Riverside County permitted landfills. It is anticipated that approximately 2,700 cubic yards of excavated material would be exported off site during construction, the majority of which would be excavated soil to be replaced with hybrid turf

¹²California Water Quality Control Board, Table K-3, Waste/Sewage Flow Rates, OWTS Policy Implementation Reference Appendix K from 2007 Cal Plumbing Code.

¹³Coachella Valley Water District, *CVWD 2015-2016 Budget, Sanitation Fund*.

to lower water requirements. The soil would be recyclable and could be used as a cover for general refuse. Any hazardous materials would be disposed of at a landfill specifically permitted to receive such waste. Solid waste generated by the Project would most likely be disposed of in the Mecca II Landfill located approximately 4 miles east of the Project site. The Mecca II Landfill is currently expected to reach capacity in 2020. In addition, the Project's solid waste needs could also be serviced by the Oasis Landfill or Desert Center Landfill, if deemed necessary by Riverside County. The Project would generate approximately 315 pounds of daily solid waste (approximately 0.156 tons per day (tpd)). Therefore, the Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs. Therefore, a less-than-significant impact related to solid waste treatment and capacity will occur.

- e) The California Integrated Waste Management Act of 1989, also known as Assembly Bill 939 (AB939), revised the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. AB939 identified a 50 percent diversion rate goal by 2000. In 1995, the unincorporated County had a diversion rate of 36 percent and it increased to 50 percent in 2000 to meet the standard. In 2008, Senate Bill 1016 (SB1016) was passed, which changed the way compliance is measured beginning in 2007. Compliance is the same under SB1016 as it was under AB939, except that the emphasis on program implementation is more focused. The most important aspect of compliance is program implementation. Compliance is evaluated by looking at a jurisdiction's per capita disposal rate as an indicator of how well its programs are doing to keep disposal at or below a jurisdiction's unique 50 percent equivalent per capita disposal target. The disposal rate targets for the unincorporated County are 6.2 ppd per resident and 32.5 ppd per employee. The County has 45 diversion programs implemented and has been in compliance in 2007 and 2015 for resident rates and in 2011, 2013, and 2015 for employee rates. As mentioned above, the Project's solid waste would be disposed of at an approved site in compliance with federal, state and county regulations. Implementation of the proposed Project would not conflict with the applicable CIWMP (County Integrated Waste Management Plan). Therefore, a less-than-significant impact related to consistency with solid waste statutes and regulations will occur.

Mitigation:

USS-1 The Project shall be designed with a water distribution system that is dual piped, one for non-potable irrigation (purple pipe) and the other for potable use.

Monitoring: Riverside County EDA Environmental

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	SI	LTS	NI	AP	M-DP
XX WILDFIRE					
<i>If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the Project</i>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose Project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream, flooding or landslides, as a result of runoff, post-fire instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: Project Description; RCIT (GIS Database);

Findings of Fact:

- a-d) The proposed Project site is not located in an area designated as State Responsibility or classified as very high fire hazard severity zones that is susceptible to wildfires. Therefore no significant impact related to emergency response plans, slope, winds, flooding, landslides, drainage, or other factors that would exacerbate fire risks located in wildfire areas will occur.

Mitigation: None

Monitoring: None

SI=Significant Impact; LTS=Less Than Significant or Less Than Significant With Mitigation Incorporated; NI=No Impact;
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SI LTS NI AP M-DP

XXI MANDATORY FINDINGS OF SIGNIFICANCE

Would the Project

a) *Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?*

☐ ☒ ☐ ☐ ☐

(b) *Does the Project have impacts that are individually limited, but cumulatively considerable?(Cumulatively considerable means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of current Projects, and the effects of probable future Projects.)*

☐ ☒ ☐ ☐ ☐

(c) *Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

☐ ☒ ☐ ☐ ☐

Source: Project Description; RCIT (GIS Database); Analyses contained herein.

Findings of Fact:

- a) Implementation of the proposed Project will not degrade the quality of the environment. The greatest concern regarding degradation to the environment will occur during construction when non-renewable resources will be expended to construct the Project. However, as indicated in the preceding analysis, construction effects would be abated to the greatest extent feasible with the implementation of mitigation measures. Therefore, a less-than-significant impact related to the degradation in quality of environment will occur.

Implementation of the Project will not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community; or reduce the number, or restrict the range of an endangered, threatened, or rare species. The Project is not within an MSHCP plan area and the site is devoid of native habitat. However, there is vegetation on the Project site that could provide suitable roosting and nesting habitat for a number of common and sensitive avian species protected under the federal MBTA. Implementation of Mitigation Measure **BIO-1** would require a preconstruction survey prior to the removal of any trees on the Project site during the nesting season, to identify and avoid impacts to any nesting birds. Therefore, a less-than-significant impact related to biological resources would occur.

As discussed in the Cultural Resources section, there would be less-than-significant impacts to resources of historical, cultural or paleontological significance. However, during construction of the proposed Project, the potential accidental discovery of an unknown cultural resource could occur. Implementation of Mitigation Measures **CR1** through **CR3** will ensure that in the event of an accidental discovery, the proper procedures and process is in place to avoid any potential impact on a significant resource. Therefore, a less-than-significant impact related to cultural resources will occur.

- b) No significant impacts have been determined to occur with the implementation of the proposed Project. The cumulative analysis considers the impacts of the park in combination with potential environmental effects of related Projects in the Project area. Related Projects, also referred to as cumulative Projects, include recently completed Projects, Projects currently under construction, and future Projects currently in development that have the potential to have a cumulative impact based on both geographic location and schedule of implementation. The geographic area affected by cumulative Projects varies depending on the environmental topic. For example, construction noise impacts would be limited to areas directly affected by construction noise, while aesthetic impacts include the affected viewshed, which is location dependent, and the area affected by a Project's traffic generally includes a larger street network and is dependent on the number of trips. Air quality and GHG effects, which occur on a more regional basis, are analyzed separately within the individual topic sections presented previously. For the remaining environmental topic areas and based on the attributes of the Project and existing conditions described above; the traffic effects are anticipated to have the largest geographic effect. However, with the low number of trips generated dispersed over a large area, the farther away from the Project site, the number of vehicle trips generated by the Project would be negligible when added to the existing circulation network. Therefore, this chapter considers the potential cumulative effects of the Project in combination with Projects within a one mile radius of the Project site, where any potential effects of the Project could be cumulatively considerable.

Related Projects considered in this analysis include those that have recently been completed, are near the start of construction, or are in planning. Schedule is particularly relevant to the consideration of cumulative construction-related impacts, since construction impacts tend to be relatively short-term. However, for planned Projects, construction schedules are often conceptually estimated and can often change. Based on what is reasonably foreseeable, this analysis assumes these Projects would be implemented concurrently with construction of the park, between early 2020 until the end of 2020. There was only one related project that could potentially contribute to cumulative impacts within the Project area. This is the Avenue 66 Grade Separation Project, which is located adjacent to the east and south of the Project site.

Aesthetics. Based on location of the park in proximity to the State eligible scenic highway, Avenue 66, the setback and low-scale building and development of park amenities would not create any significant blockage or obstruction of views from surrounding roadways or viewpoints. The operation of the park would have night time lighting, but the Project site is located within central Mecca and will not create a substantial new source of light. Night lighting on the Project site will be directed on-site and/or shielded such that it will not adversely impact surrounding properties outside of the Project site. The Project, in combination with the Avenue 66 Grade separation Project, would result in a visual change in character to the surrounding area. The development of a recreational facility on the site is consistent with the Community Development Overlay zone. The low scale of development would be consistent with the surrounding community, and would not significantly alter background views of surrounding mountains, which are visible in all directions. The Project's contribution to cumulative aesthetic effects would not be considerable. Therefore, a less-than-significant cumulative impact related to aesthetic effects will occur.

Agricultural Resources. The Project site is located within the community of Mecca and is not designated as Important Farmland on maps prepared pursuant to the Farmland Mapping and Monitoring Program. Although the Project site was previously used for agricultural land, the zoning overlay implemented on the site, is indicative of the vision for the community to provide community resources and infrastructure within the centralized area of Mecca to support and maintain the livelihood of the community. Future development in the Project area, including the Project, would be consistent with the existing zoning and would not result in the loss of Important Farmland, would not displace land zoned for agricultural use or forest land or timberland, and would not conflict with land under a Williamson Act contract. The Project's contribution to cumulative agricultural effects would not be considerable. Therefore, a less-than-significant cumulative impact related to agricultural effects will occur.

Air Quality. The impact from the Project's air quality emissions is based on a cumulative assessment and the analysis presented in the section provides the cumulative effects of the Project's impact related to air quality emissions. Therefore, a less-than-significant cumulative impact was determined to occur.

Biological Resources. The proposed Project is not located within an MSCHP area, which requires special studies and conservation measures to control development. The Project, in combination with the Avenue 66 Grade separation Project, would not contribute to significant impacts to biological resources. As discussed above, the proposed Project would have no Project -level impacts on biological resources. The Project's contribution to cumulative effects on biological resources would not be considerable. Therefore, a less-than-significant cumulative impact related to biological resources will occur.

Cultural Resources. Based on previous record searches, no identified cultural resources are known to exist within the Project site. Projects are required to provide provisions in the event of any unanticipated discoveries of archaeological or paleontological resources during construction. As these unknown resources are located underground, the resulting effects are typically site-specific, unless a large scale village or other significant cultural area is discovered. Mandatory coordination with relevant Native American Tribes under AB52 establishes a process of communication and identification for dealing with any wide scale cumulative effects to cultural resources. The Project has identified mitigation measures in the event of any unanticipated discovery of unknown resources to coordinate with the relevant Tribes and develop the appropriate procedures for treatment to reduce any potential impacts to the greatest extent feasible. The Project's contribution to cumulative effects on cultural resources would not be considerable. Therefore, a less-than-significant cumulative impact related to cultural resources will occur.

Geology. Geologic impacts, such as those related to faults, liquefaction, landslides, slope stability, and expansive soils are site specific and effects do not increase with the addition of the Avenue 66 Grade Separation Project. However, construction of the Project, in combination with the Avenue 66 Grade Separation Project, does have the potential to have a cumulative effect related to soil erosion and runoff into the stormwater infrastructure. However, all Projects within Riverside County are required to abide by the NPDES, which establishes procedures for controlling and treating erosion and surface runoff before entering the stormwater infrastructure. In addition, water entering the sewer system is treated prior to being discharged into receiving waters. These procedures have been established to ensure that any potential effects from runoff and erosion are minimized to the greatest extent feasible. The Project would require the implementation of a SWPPP to design for the elimination of any potential soil erosion and subsequent runoff and would include primarily permeable surfaces to support the collection of and infiltration of stormwater. The Project's contribution to cumulative effects on geology would not be considerable. Therefore, a less-than-significant cumulative impact related to geology will occur.

GHG. The impact from the Project's GHG emissions is based on a cumulative assessment and the analysis presented in the section provides the cumulative effects of the Project's impact related to GHG emissions. Therefore, a less-than-significant cumulative impact will occur.

Hazards/Hazardous Materials. Development within the Project vicinity has the potential to expose the public and the environment to risks associated with hazards from on-site contamination (e.g. fuel) and routine use of hazardous materials. However, the Project, in combination with the Avenue 66 Grade Separation Project would be required to adhere to federal, state, and local agency regulatory requirements, which have been established to minimize any potential risks from exposure to hazards and hazardous material. Potential exposures of risk are site specific due to the infrequent occurrence in isolated locations. The possibility of multiple incidents occurring simultaneously is low for reasonably foreseeable incidents and existing regulations provide the appropriate measures to minimize exposure. The Project's contribution to cumulative effects on hazards and hazardous materials would not be considerable. Therefore, no significant cumulative impact related to hazards and hazardous materials will occur.

Hydrology. The Project, in combination with Avenue 66 Grade Separation Project, is required to comply with the NPDES requirements established by the Riverside County Flood Control to address water quality and discharge requirements. During construction, the Project would have a SWPPP in place to identify potential pollutant sources, and establish BMPs to eliminate pollutants in storm water discharges. The Avenue 66 Grade Separation Project would also be subject to the same regulatory requirements, to eliminate the potential for a cumulative effect. During operation, drainage from the Project site would be captured on site due to the large volume of permeable surface. The Project, in combination with the Avenue 66 Grade separation Project, would not place housing or structures within a 100-year flood hazard area or floodplain. The Project's contribution to cumulative effects on hydrology would not be considerable. Therefore, a less-than-significant cumulative impact related to hydrology will occur.

Land Use. The Project, in combination with the Avenue 66 Grade separation Project, is consistent with the existing zoning and planned land use for the area, which includes a community development overlay zone to support the provision of a recreational facility for use by the community. The Project's contribution to cumulative effects on land use would not be considerable. Therefore, a less-than-significant cumulative impact related to land use will occur.

Mineral Resources. The Project, in combination with the Avenue 66 Grade separation Project, is not located within an area containing known mineral resources. The Project's contribution to cumulative effects on mineral resources would not be considerable. Therefore, no significant cumulative impact related to mineral resources will occur.

Noise and Vibration. The Project's noise and vibration effects would be limited to the immediate vicinity of the Project site as noise attenuates based on distance. Because construction would be temporary, ambient noise levels would not experience a permanent increase; therefore, no cumulatively considerable increase would occur. During operation, noise and vibration levels would be substantially less than construction and, with attenuation, would not result in perceptible increases over existing ambient noise and vibration levels. Similarly, traffic volumes on area streets would not increase substantially with the addition of Project traffic and would not contribute to a substantial permanent increase in mobile noise. The Project's contribution to cumulative effects from noise and vibration would not be considerable. Therefore, a less-than-significant cumulative impact related to noise and vibration will occur.

Population and Housing. The Project in combination with the Avenue 66 Grade Separation Project, is being built to support existing population and housing and would not induce future population and housing growth. The existing zoning for the community has established the appropriate mechanism to ensure and control growth at a rate that can be supported and sustained. The Project would provide additional recreational services that would support the existing community. The Project's contribution to cumulative effects on population and housing would not be considerable. Therefore, a less-than-significant cumulative impact related to population and housing will occur.

Public Services. The Avenue 66 Grade Separation Project could increase demands on public services in the area, by facilitating access to the community which could result in the need for new or physically altered governmental facilities. However, the existing Project site has existing public services in place to support the Project. The Project's contribution to cumulative effects on public services would not be considerable. Therefore, a less-than-significant cumulative impact related to public services will occur.

Recreational Resources. The implementation of the Avenue 66 Grade Separation Project could result in an increased demand for the use of recreational facilities. The increased demand could result in an accelerated physical deterioration of recreational facilities, or require the construction or expansion of recreational facilities. However, the proposed Project would provide a recreational facility that would satisfy any potential increase in demand for recreational facilities. The Project's contribution to cumulative effects on recreational resources would not be considerable. Therefore, a less-than-significant cumulative impact related to recreational resources will occur.

Transportation. The implementation of the Avenue 66 Grade Separation Project would provide relief to the existing circulation network, as it is a transportation improvement. New trips generated the proposed Project would be accommodated by the transportation improvements to the existing circulation system. The new trips generated by the Project would not be considered substantial as it is less than the County threshold of 50 AM peak hour trips, beyond which a traffic study is required. The Project's contribution to cumulative effects on transportation would not be considerable. Therefore, a less-than-significant cumulative impact related to transportation will occur.

Utilities. The implementation of the Avenue 66 Grade Separation Project could result in an increased demand for the use of utilities. The increased demand could result in an accelerated physical deterioration of utility infrastructure, or require the construction or expansion of utility infrastructure. However, the existing Project site has all of the necessary infrastructure in place to provide for utilities. The additional new demand for utilities would not be substantial and could be accommodated by the existing infrastructure. The Project's contribution to cumulative effects on utilities would not be considerable. Therefore, a less-than-significant cumulative impact related to utilities will occur.

As described above, impacts from the proposed Project would not be cumulatively considerable. Furthermore, mitigation identified in this Initial Study would result in the Project having a less-than-significant impact related to cumulative effects.

- c) The proposed Project would not result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly. Construction of the Project would result in a one-time consumption of non-renewable resources needed to construct the Project and would not expose people to hazardous conditions or hazardous materials, which could have a substantial adverse direct or indirect effect. Operation of the Project would not create conditions that would adversely affect the health of humans, increase risk to human safety, or affect the surrounding environment. The operation of the park would provide increased recreational services which would be betterment for citizens of the County. Therefore, a less-than-significant impact related to direct and indirect effects on human beings will occur.

Mitigation: None

Monitoring: None

V. AUTHORITIES CITED

Agua Caliente Band of Cahuilla Indians; Assembly Bill 32 Global Warming Solutions Act; Assembly Bill 52 Native American Consultation; Bay Area Air Quality Management Plan CEQA Air Quality Guidelines; Building Standards Code (Title 24 California Code of Regulations); CalEEMod Air Quality Modeling; California Air Resources Board Land Use Handbook, California Air Resources Board Scoping Plan; California Alquist-Priolo Earthquake Fault Zoning Act; California Ambient Air Quality Standards; California Building Code; California Department of Conservation Farmland Mapping and Monitoring Program; California Department of Conservation Mineral Land Classification; California Department of Resources Recycling and Recovery; California Department of Toxic Substances Control Cortese List; California Department of Transportation CO Protocol; California Department of Transportation Scenic Highway Guidelines; California Department of Water Resources Groundwater Levels; California Environmental Quality Act Statute and Guidelines, California Geologic Survey, Special Report 217, Plate 24, Palm Springs 30' x 60' Quadrangle; California Health and Safety Code Section 7050.5-7054; California Integrated Waste Management Plan; California Public Resources Code 5097.98; California Uniform Fire Code; California Water Code Urban Water Management Act; Coachella Valley Multi-Species Habitat Conservation Plan; Coachella Valley Unified School District; Department of Housing and Urban Development Noise Notebook; Eastern Coachella Valley Area Plan; Eastern Information Center Cultural Records Database; Coachella Valley Water District Urban Water Management Plan; Federal Ambient Air Quality Standards; Federal Emergency Management Act Flood Insurance Rate Maps; Google Earth™; Harris Handbook of Acoustical Measurements and Noise Control, Speech Interference Thresholds; Historic Property Survey Report and Cultural Records Search for the Avenue 66 Grade Separation Project ITE Manual; Los Angeles Unified School District, LAUSD New School Construction Program Draft Program EIR On-site Inspection; RCIT GIS Database; Riverside County Board Policy H-29 Sustainable Building Policy; Riverside County Climate Action Plan; Riverside County Congestion Management Program; Riverside County Environmental Protection Division Biological Assessment; Riverside County General Plan; Riverside County General Plan Circulation Element; Riverside County General Plan Circulation Element, Trails, and Bike System; Riverside County Final Environmental Impact Report; Riverside County Flood Control District Flood Hazard Report/Condition; Riverside County General Plan Figure C-1 "Circulation Plan"; Riverside County General Plan Figure C-5 "Airport Influence Areas"; Riverside County General Plan Figure C-6 "Trails and Bikeways System; Riverside County General Plan Figure C-8 "Scenic Highways"; Riverside County General Plan Figure OS-2 "Agricultural Resources"; Riverside County General Plan Figure OS-3b "Forestry Resources within Eastern Riverside County"; Riverside County General Plan Figure OS-4b "Coachella Valley Natural Communities"; Riverside County General Plan Figure OS-6 "Mineral Resources Area"; Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"; Riverside County General Plan Figure S-1 "Mapped Faulting in Riverside County"; Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map"; Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slopes"; Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map"; Riverside County General Plan Figure S-9 "Special Flood Hazard Zones"; Riverside County General Plan Figure S-10 "Dam Failure Inundation Zone"; Riverside County General Plan Figure S-11 "Wildfire Susceptibility"; Riverside County General Plan Figure S-14 "Inventory of Emergency Response Facilities"; Riverside County General Plan Housing Element; Riverside County General Plan Land Use Element; Riverside County General Plan Noise Element; Riverside County General Plan; Riverside County General Plan Table N-1 "Land Use Compatibility for Community Noise Exposure"; Riverside County General Plan Safety Element; Riverside County Ordinance No. 559 (Tree Protection Ordinance); Riverside County Ordinance No. 655 (Regulating Light Pollution); Riverside County Ordinance No. 847 (Regulating Noise in Riverside County); Riverside County Public and Private Airports, California; Riverside County Regional Transportation Plan; Riverside County Sheriff's Department; Riverside County Traffic Impact Study Thresholds; Riverside County Waste Management Department; SB1016 Solid Waste Per Capita Disposal Measurement Act; SCAQMD 2012 Air Quality Management Plan; SCAQMD Attainment Status; SCAQMD Carbon Monoxide Re-designation Request and Maintenance Plan; SCAQMD CEQA Air Quality Handbook Table 6-2; SCAQMD Localized Significance Thresholds; SCAQMD Rule 403 Fugitive Dust; SCAQMD Rule 402 Nuisance; Southern California Association of Governments Regional Transportation Plan; Torres-Martinez Band of Desert Cahuilla Indians; US Department of Agriculture, Soil Conservation Service Soil Surveys; US Department of Agriculture Soil Conservation Service Shrink Swell Potentials; US Department of Transportation; US EPA Noise from Construction Equipment and Operations; US Fish and Wildlife Migratory Bird Treaty Act; US Geological Survey Preliminary Geologic Map of the Mecca 7.5' Quadrangle; and Williamson Act Land Map 2012.

VI. REFERENCES

Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Section 3.3 Carbon Monoxide Screening Criteria, May 2011.

South Coast Air Quality Management District, *Carbon Monoxide Redesignation Request and Maintenance Plan*, Hot Spot Analysis, February 2005.

South Coast Air Quality Management District, *Final 2012 Air Quality Management Plan*, February 2013.

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APPENDIX A

AIR QUALITY AND GREENHOUSE GASES REPORT

MECCA REGIONAL SPORTS PARK PROJECT
Community of Mecca, Riverside County, California



September 2019



TABLE OF CONTENTS

SUMMARY	1
INTRODUCTION.....	2
REGULATORY ENVIRONMENT	3
EXISTING CONDITIONS	7
IMPACTS	8

September 2019

SUMMARY

The following air quality and greenhouse gas (GHG) analysis was prepared to evaluate whether the expected criteria air pollutant emissions and/or criteria GHG emissions generated as a result of construction and operation of the Mecca Regional Sports Park Project (Project) would exceed the South Coast Air Quality Management District's (SCAQMD) thresholds for air quality and draft screening significance thresholds, respectively, in the Project area. The analysis was conducted within the context of the California Environmental Quality Act (CEQA), as set forth in California Public Resources Code Sections 21000 et seq. The methodology follows the CEQA Air Quality Handbook prepared by the SCAQMD for quantification of emissions and evaluation of potential impacts to air resources. The California Emissions Estimator Model (CalEEMod) version 2016.3.2 was used to quantify Project-related emissions.

The Project entails the construction and operation of a 6.67-acre regional sports park. Parking for the facility would be shared with the existing parking lot adjacent to the Mecca Boys and Girls Club lot, which contains approximately 223 spaces. Access to the park would occur through the parking lot with entrances off of Avenue 66 and the new connecting road to the east of the Project site, created by the Avenue 66 Grade Separation Project. The Regional Sports Park would contain a baseball field, and two large multi-purpose areas which could provide a varying configuration of fields depending on the season and demand. The perimeter of the fields would include a walking/jogging path constructed of permeable decomposed granite and drought tolerant landscaping, and including perimeter trees for shaded areas. The Park would also include a snack bar, restroom, and maintenance building consisting of approximately 1,200 square feet. In addition, other park amenities would include 3 volleyball courts, a playground, a splash pad, 6 drinking fountains, 30 picnic tables, 7 workout stations, 3 bicycle racks, and 10 waste receptacles. Public Art would also be incorporated into the design. Due to the warm temperatures, it is anticipated that lighting would be installed throughout the park area to permit a safe night time environment for use.

The Project would require a minimal amount of staff (less than 5) to operate the snack bar, and perform routine maintenance and landscaping. The Project would also involve some utility alterations to provide service to the park, which would include drinking water, wastewater, electrical, and drainage connections. Construction is anticipated to start in early 2020 and be completed by the end of 2020 (approximately 10 months).

During construction, the proposed Project will produce fugitive dust and diesel particulate matter, reactive organic gases (ROG), oxides of nitrogen (NO_x), carbon monoxide (CO) and sulfur dioxide (SO₂); however, the Project would not be expected to exceed thresholds established by the South Coast Air Quality Management District (SCAQMD). No mitigation measures will be required.

Cumulative impacts are not expected due to the fact that there are no known construction projects in the surrounding area that have been identified. Also, given the fact that the proposed project is expected to reduce ozone precursors because it is a renewable non combustive energy project, the project would be expected to comply with regional and local air quality and climate change policies.

Operation of the Project would involve recreational-related uses which are not anticipated to generate any substantial on-site emissions. The Project is expected to generate 152 trips a day. For purposes of analysis, a trip length of 15 miles was assumed, based on the CalEEMod data. Based on computer modeling using CalEEMod, no impacts were found. The proposed Project may generate construction odors from diesel equipment but those odors would be considered temporary and would not result in a significant impact. Objectionable odors from operational activity would be limited to trash and are not anticipated to result in a significant impact.

GHG emissions from construction and operation would be expected to be 196 Metric Tons (MT) CO₂ equivalent (CO₂e)/year, but would be less than the County CAP screening threshold of 3,000 Metric Tons MT CO₂e/year.

INTRODUCTION

Purpose of the Project

The following air quality and greenhouse gas (GHG) analysis was prepared to evaluate whether the expected criteria air pollutant emissions and/or criteria GHG emissions generated as a result of construction and operation of the Project would exceed the South Coast Air Quality Management District's (SCAQMD) thresholds for air quality and draft screening significance thresholds, respectively, in the Project area. The analysis was conducted within the context of the California Environmental Quality Act (CEQA), as set forth in California Public Resources Code Sections 21000 et seq.

Project Location

The proposed Project is located on a portion of two parcels, Assessor Parcel Numbers (APNs) 727-272-031 and 727-272-021, at an elevation of approximately 185 feet below mean sea level. (Figure 1). The Mecca Boys and Girls Club and parking lot is also located on APN 727-272-031 adjacent to the north of the Project site. The Project site will be bordered on the east and south by the Avenue 66 Grade Separation Project. The proposed Project site is currently vacant and unmaintained. The surrounding property to the south and east consists of vacant land and agricultural uses. Land uses to the north consist of single-family residences with clusters of vacant land. Multi-family residences are located further to the northeast. Commercial and institutional land uses are to the west and northwest.

Project Description

The County of Riverside (County) is the Lead Agency for the proposed Project. The Project entails the construction and operation of a 6.67-acre regional sports park. Parking for the facility would be shared with the existing parking lot adjacent to the Mecca Boys and Girls Club lot, which contains approximately 223 spaces. Access to the park would occur through the parking lot with entrances off of Avenue 66 and the new connecting road to the east of the Project site, created by the Avenue 66 Grade Separation Project. The Regional Sports Park would contain a baseball field, and two large multi-purpose areas which could provide a varying configuration of fields depending on the season and demand. The perimeter of the fields would include a walking/jogging path constructed of permeable decomposed granite and drought tolerant landscaping, and including perimeter trees for shaded areas. The Park would also include a snack bar, restroom, and maintenance building consisting of approximately 1,200 square feet. In addition, other park amenities would include 3 volleyball courts, a playground, a splash pad, 6 drinking fountains, 30 picnic tables, 7 workout stations, 3 bicycle racks, and 10 waste receptacles. Public Art would also be incorporated into the design. Due to the warm temperatures, it is anticipated that lighting would be installed throughout the park area to permit a safe night time environment for use. The Project would require a minimal amount of staff (less than 5) to operate the snack bar, and perform routine maintenance and landscaping. The Project would also involve some utility alterations to provide service to the park, which would include drinking water, wastewater, electrical, and drainage connections. Construction is anticipated to start in early 2020 and be completed by the end of 2020 (approximately 10 months).

REGULATORY ENVIRONMENT

Criteria Pollutants

Criteria air pollutants are defined as pollutants for which the federal and state governments have established ambient air quality standards to protect public health. The federal and state standards have been set at levels above which concentrations could be harmful to human health and welfare. These standards are designed to protect the most sensitive persons from health effects. Criteria air pollutants include: ozone (O₃), particulate matter 2.5 microns or less in diameter (PM_{2.5}), particulate matter ten microns or less in diameter (PM₁₀), nitrogen dioxide (NO₂), lead (Pb), CO, and SO₂.

Carbon Monoxide. CO is a colorless and odorless gas formed by the incomplete combustion of fossil fuel. CO is emitted primarily from motor vehicles, power plants, refineries, industrial boilers, ships, aircraft, and trains. In urban areas, automobile exhaust from motor vehicles accounts for the majority of CO emissions. CO is a non-reactive air pollutant that dissipates relatively quickly, so ambient CO concentrations follow the spatial and temporal distributions of vehicular traffic. The highest levels of CO emissions occur during the colder months of the year when inversion conditions are more frequent. CO competes with oxygen, often replacing it in the blood, thus reducing the blood's ability to transport oxygen to vital organs and can result in potential health effects. The results of excess CO exposure can be dizziness, fatigue, and impairment to the central nervous system.

Ozone. O₃ is a colorless gas formed in the atmosphere when ROG_s, which include volatile organic compounds (VOC_s), and nitrogen oxides (NO_x), react in the presence of ultraviolet sunlight. O₃ is a secondary pollutant formed by complex interactions of two pollutants directly emitted into the atmosphere. The primary sources of O₃, are automobile exhaust and industrial sources. Ideal conditions occur during summer and early autumn, on days with low wind speeds or stagnant air, warm temperatures, and cloudless skies. Short-term exposure to O₃ at typical levels in Southern California can result in breathing pattern changes and reduction of capacity, increased susceptibility to infections, inflammation of the lung tissue, and immunological changes.

Nitrogen Dioxide. NO₂, like O₃, is not directly emitted into the atmosphere but is formed by an atmospheric chemical reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO₂ are collectively referred to as NO_x and are major contributors to O₃ formation. NO₂ also contributes to the formation of PM₁₀. High concentrations of NO₂ can cause breathing difficulties and result in a brownish-red tint to the atmosphere, reducing visibility. There is indication of a relationship between NO₂ and chronic pulmonary fibrosis. An increase of bronchitis in children has also been observed at concentrations below 0.3 parts per million (ppm).

Sulfur Dioxide. SO₂ is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuel. The main sources of SO₂ are coal and oil used in power plants and industries. Generally, the highest levels of SO₂ are found near large industrial complexes. SO₂ concentrations have been reduced by stringent controls placed on stationary source emissions of SO₂ and limits on the sulfur content of fuels. SO₂ is an irritant gas that attacks the throat and lungs. It can cause acute respiratory symptoms, especially to children. SO₂ can also yellow vegetation and erode iron and steel.

Particulate Matter. Particulate matter pollution consists of very small liquid and solid particles suspended in the air which can include smoke, soot, dust, salts, acids, and metals. Particulate matter also forms when gases emitted from industries and motor vehicles undergo chemical reactions. PM_{2.5} and PM₁₀ represent different sizes of particulate matter. PM_{2.5} is roughly 1/28 the diameter of a human hair. PM_{2.5} results from fuel combustion, residential fireplaces, and wood stoves. In addition, PM_{2.5} can be formed in the atmosphere from gases such as SO₂, NO_x, and VOC_s. PM₁₀ is about 1/7 the thickness of a human hair. Major sources of PM₁₀ include crushing or grinding operations; dust stirred up by vehicles traveling on roads; wood burning stoves and fireplaces; dust from construction, landfills, and agriculture; wildfires and burning of brush or waste; industrial sources; windblown dust from open lands; and atmospheric chemical and photochemical reactions. PM_{2.5} and PM₁₀ pose a greater health risk than larger-size particles. When inhaled, these smaller particles can penetrate the human

respiratory system's natural defenses and damage the respiratory tract. PM_{2.5} and PM₁₀ can increase the number and severity of asthma attacks, cause or aggravate bronchitis and other lung diseases, and reduce the body's ability to fight infections. Whereas PM₁₀ tends to collect in the upper portion of the respiratory system, PM_{2.5} is so tiny that it can penetrate deeper into the lungs and damage lung tissues. Suspended particulates also damage and discolor surfaces on which they settle, as well as produce haze and reduce visibility.

Lead. Pb in the atmosphere occurs as particulate matter. Sources of lead include leaded gasoline, battery manufacturing, paint, ink, ceramics, ammunition, and secondary lead smelters. Between 1978 and 1987, the phase-out of leaded gasoline reduced the overall inventory of airborne lead by nearly 95 percent. Now, lead smelters, battery recycling, and manufacturing facilities are the lead emission sources of greatest concern. Prolonged exposure to atmospheric lead poses a serious threat to human health. Health effects associated with exposure to lead include gastrointestinal disturbances, anemia, kidney disease, and in severe cases, neuromuscular and neurological dysfunction. Low-level lead exposures during infancy and childhood are associated with decrements in neurobehavioral performance including intelligence quotient performance, psychomotor performance, reaction time, and growth.

Toxic Air Contaminants

Toxic substances have the potential to cause adverse health effects in humans. A toxic substance released into the air is considered a toxic air contaminant (TAC). TACs are identified through a two-step process of risk identification and risk management designed to protect residents from the health effects of toxic substances in the air. The SCAQMD has effectively reduced air toxics and criteria emissions in South Coast Air Basin (Basin) through an extensive control program including traditional and innovative rules and policies. The most comprehensive study on air toxics in SCAB is the Multiple Air Toxics Exposure Study (MATES-III), conducted by the SCAQMD. The monitoring program measured more than 30 air pollutants, including both gases and particulates, and used modeling to estimate the risk of cancer from breathing toxic air pollution throughout the region based on emissions and weather data. MATES-III found that the average cancer risk in the region from carcinogenic air pollutants ranges from about 870 in a million persons to 1,400 in a million persons, with an average regional risk of about 1,200 in a million.

Greenhouse Gases

GHG emissions refer to a group of emissions that are generally believed to affect global climate conditions. The greenhouse effect compares the Earth and the atmosphere to a greenhouse with glass panes. The atmosphere, similar to glass panes, lets heat from sunlight in and reduces the amount of heat that escapes. GHGs, such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O), keep the average surface temperature of the Earth close to 60 degrees Fahrenheit (°F). Without the greenhouse effect, the Earth would be frozen with an average surface temperature of about 5°F. GHGs also include hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and water vapor. CO₂ is the most abundant GHG that contributes to climate change through fossil fuel combustion. The other GHGs are less abundant than CO₂ but have higher global warming potential. The other GHGs are frequently expressed in the equivalent mass of CO₂, denoted as CO₂e to account for this higher potential. The CO₂e of CH₄ and N₂O represents about 6 percent of the California GHG emissions. Other high global warming potential gases represented 3.5 percent of these emissions. There are also a number of man-made pollutants, such as CO, NO_x, non-methane VOC, and SO₂ that have indirect effects on solar radiation absorption by influencing the formation or destruction of other climate change emissions.

Federal

The Federal Clean Air Act (CAA) regulates air quality in the United States and is administered by the United States Environmental Protection Agency (EPA). The EPA is also responsible for establishing the National Ambient Air Quality Standards (NAAQS), which are required under the federal CAA. The EPA establishes various emission standards, including those for vehicles sold in states other than California. Vehicles sold in California must meet stricter emission standards which have been established by the California Air Resources Board (CARB).

State Implementation Plans Federal clean air laws require areas with unhealthy levels of O₃, CO, NO₂, and SO₂, and PM₁₀, to develop State Implementation Plans which describe how they will attain the NAAQS. The federal CAA set new deadlines for attainment based on the severity of the pollution and launched a comprehensive planning process for attaining the NAAQS. State Implementation Plans are a compilation of new and previously submitted plans, programs (such as monitoring, modeling, permitting, etc.), district rules, state regulations, and federal controls. Many of California's State Implementation Plans rely on the same core set of control strategies including emission standards for cars and heavy trucks, fuel regulations, and limits on emissions from consumer products. State law makes CARB the lead agency for all purposes related to the State Implementation Plans.

State

California is also governed by more stringent regulations under the California CAA. In California, the California CAA is administered by CARB at the state level and by the air quality management districts at the regional and local levels. CARB is responsible for meeting the State requirements of the federal CAA, administering the California CAA, and establishing the California Ambient Air Quality Standards (CAAQS). The California CAA requires all air districts in California to endeavor to achieve and maintain the CAAQS, which incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride and visibility-reducing particles. CARB is also responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality management functions at the regional and county levels.

South Coast Air Quality Management District SCAQMD monitors air quality within the study area. SCAQMD has jurisdiction over an area of approximately 10,743 square miles, consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Salton Sea Basin is a subregion of the SCAQMD and is bounded by the San Jacinto and Santa Rosa Mountains on the west to the northern portion of the Salton Sea in the south, the Little San Bernardino Mountains to the north and northeast, and the California border to the east. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain state and federal ambient air quality standards within the district.

Air Quality Management Plan All areas designated as nonattainment under the California CAA are required to prepare plans showing how the area would meet the state air quality standards by its attainment dates. The Air Quality Management Plan (AQMP) is the region's plan for improving air quality in the region. It addresses CAA and California CAA requirements and demonstrates attainment with state and federal ambient air quality standards. The AQMP is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both state and federal ambient air quality standards by their applicable deadlines. Environmental review of individual projects within the SCAB must analyze whether the proposed project's daily construction and operational emissions would exceed thresholds established by SCAQMD.

Global Climate Change. There is general scientific agreement that the Earth's average surface temperature has increased by 0.3 to 0.6 degrees Celsius over the past century. Historical records also indicate that atmospheric concentrations of a number of GHG have increased significantly since the beginning of the industrial revolution. As such, significant attention is being given to anthropogenic (human) GHG emissions. According to the California Energy Commission, emissions from fossil fuel consumption represent approximately 81 percent of GHG emissions and transportation creates 41 percent of GHG emissions in California. California has traditionally been a pioneer in efforts to reduce air pollution, dating back to 1963 when the California New Motor Vehicle Pollution Control Board adopted the nation's first motor vehicle emission standards. Assembly Bill (AB) 1493 was enacted based on recognition that passenger cars are significant contributors to GHG emissions. Subsequently, CARB established limits to reduce GHG emissions from new vehicles by 22 percent in 2012 and 30 percent in 2016. AB 32, the California Global Warming Solutions Act of 2006, was enacted in 2006 to cap California's GHG emissions at 1990 levels by 2020. AB 32 charges CARB with the responsibility to monitor and regulate the sources of GHG emissions in order to reduce those emissions. California Senate Bill (SB) 375 provided a means for achieving AB 32 goals from cars and light trucks. The bill aligns three critical policy areas of importance to local government: (1) regional long-range transportation plans and investments; (2) regional allocation of the obligation for cities and counties to zone for housing; and (3) a process to achieve greenhouse gas emissions reductions targets for the transportation sector. The new law establishes a process for CARB to develop the GHG emissions reductions targets for each region and relies upon regional planning processes in the 17 Metropolitan Planning Organizations to accomplish its objectives.

Attainment Status

Table AQ-1 summarizes the attainment status for the criteria pollutants according to the NAAQS and CAAQS. Areas are designated as non-attainment for a pollutant if air quality data shows that a standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations. The Riverside County portion of the Basin is designated as a non-attainment area for O₃ and PM₁₀ under the CAAQS and NAAQS.

TABLE AQ-1: STATE AND NATIONAL AMBIENT AIR QUALITY STANDARDS

Pollutant	Period	California		Federal	
		Standard	Attainment	Standard	Attainment
O ₃	1 Hour	0.09 ppm	Nonattainment		
	8 Hour	0.07 ppm	Nonattainment	0.070 ppm	Nonattainment
PM _{2.5}	24 Hour	--	--	35 ug/m ³	Attainment
	Annual Arithmetic Mean (AAM)	12 ug/m ³	Attainment	12 ug/m ³	Attainment
PM ₁₀	24 Hour	50 ug/m ³	Nonattainment	150 ug/m ³	Nonattainment
	AAM	20 ug/m ³	Nonattainment	50 ug/m ³	Nonattainment
NO ₂	1 Hour	0.18 ppm	Attainment	0.1 ppm	Unclassified/Attainment
	Annual	0.030		0.0534 ppm	
CO	1 Hour	9.0 ppm	Attainment	9.0 ppm	Unclassified/Attainment
	8 Hour	20 ppm	Attainment	35 ppm	Unclassified/Attainment
Pb	30 Day Average	1.5 ug/m ³	Attainment	--	--
	3 month rolling average	--	--	0.15 ug/m ³	Unclassified/Attainment
SO ₂	1 Hour	0.25 ppm	Attainment	0.75 ppm	Attainment
	24 Hour	0.04 ppm			

Note: CAAQS for Visibility Reducing Particles, Sulfates, Hydrogen Sulfide, and Vinyl Chloride in the Basin are unclassified or in Attainment.
Source: California Air Resources Board

EXISTING CONDITIONS

The proposed Project is located within the Riverside County portion of the Salton Sea Air Basin (Basin). The meteorological conditions in the Coachella Valley are largely attributable to the low desert geographic setting. The mountains surrounding the region isolate the Coachella Valley from moderating coastal influences and create a hot and dry low-lying desert condition. As the desert heats up, a large area of thermal low pressure develops, which draws cooler coastal air from the north through the narrow San Geronio Pass and into the valley, generating strong winds that cross the most fluvial erosion zones in the valley. These strong winds sweep up, suspend and transport large quantities of sand and dust, reducing visibility, damaging property, and constituting a significant health threat. The region is also subject to seasonal northeasterly Santa Ana winds that are associated with areas of high pressure situated over Nevada and the southwest region. The Coachella Valley portion of the Basin is typical of a low desert climate, with summer daytime temperatures that frequently exceed 110 °F and drop into the 20 °Fs during winter nights. The valley floor receives an average of four to six inches of rainfall per year, with greater precipitation at higher temperatures. Air inversions, where a layer of stagnant air is trapped near the ground and has high pollutant concentrations, occasionally occur in the Coachella Valley due to local geological and climatic conditions. Inversions create conditions of haziness caused by suspended water vapor, dust, and a variety of chemical aerosols emitted by vehicles, furnaces, and other sources. Due to local conditions, inversions generally occur 6,000 to 8,000 feet above the desert floor.

The SCAQMD monitors air quality conditions at two locations within the Coachella Valley, known as Source Receptor Area 30. The monitoring stations are located in the cities of Indio and Palm Springs. Historical data from the Indio Monitoring Station, located at 46990 Jackson Street were used to characterize existing conditions. Criteria pollutants monitored at the Indio Monitoring Station include Ozone (O₃) and particulate matter ten microns or less in diameter (PM₁₀), and particulate matter 2.5 microns or less in diameter (PM_{2.5}). CO, and nitrogen dioxide (NO₂) are not monitored at the Indio Monitoring Station. The nearest monitoring station to monitor these pollutants is the Palm Springs Monitoring Station. A summary of the data recorded at these stations is presented in **Table A-2**. The standards for O₃, and PM₁₀ were all exceeded multiple times from 2016 to 2018.

TABLE AQ-2: CRITERIA POLLUTANT VIOLATIONS – 2012 TO 2014

Pollutant	Standard	Number of Days Above Standard		
		2016	2017	2018
O ₃	0.09 ppm (1 Hour)	3	8	4
PM _{2.5}	35 ug/m3 (AAM)	0	0	0
PM ₁₀	50 ug/m3 (24 Hour)	56	43	43
NO ₂	0.25 ppm (1 Hour)	0	0	0
CO	9.0 ppm (8 Hour)	0	0	0
SO ₂	0.04 ppm (24 Hour)	n/a	n/a	n/a

Source: SCAQMD

IMPACTS

Regional Emissions

Air quality impacts are assessed in both the short and long term. Short-term impacts occur during construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by equipment and construction-related vehicles. During the finishing phase, architectural coatings (i.e., paints) and other building materials would release reactive organic gases (ROGs). Long-term air quality impacts occur once the Project is in operation and would occur primarily from mobile source emissions. The proposed Project would have a significant impact from air quality emissions if the following thresholds established by the SCAQMD identified in **Table AQ-3** would be exceeded.

TABLE AQ-3: SCAQMD DAILY EMISSIONS THRESHOLDS

Criteria Pollutant	Construction	Operation
	Pounds Per Day	
ROGs	75	75
NO _x	100	100
CO	550	550
So _x	150	150
PM ₁₀	150	150
PM _{2.5}	55	55

Source: SCAQMD

Construction. The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. Compliance with this rule is achieved through application of standard best management practices in construction and operation activities, such as application of water or chemical stabilizers to disturbed soils, managing haul road dust by application of water, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 miles per hour, and establishing a permanent, stabilizing ground cover on finished sites. In addition, projects that disturb 50 acres or more of soil or move 5,000 cubic yards of materials per day are required to submit a Fugitive Dust Control Plan or a Large Operation Notification Form to SCAQMD. Based on the size of the Project area (approximately 6.7 acres) a Fugitive Dust Control Plan or Large Operation Notification is not required.

Construction emissions associated with the Project were evaluated using the CalEEMod version 2016.3.2 program. The total construction period for the proposed Project is approximately 10 months, beginning no earlier than February 1, 2020. The default parameters within CalEEMod were used and these default values reflect a worst-case scenario, which means that Project emissions are expected to be equal to or less than the estimated emissions. It is anticipated that approximately 2,700 cubic yards of excavated material would be exported off site and an additional 5,400 cubic yards of soil/turf would be imported during construction. It is anticipated that a maximum of 18 daily haul truck trips would be required to bring equipment and materials to and from the site. Additional assumptions regarding construction activity are shown in **Tables AQ-4** and **AQ-5**.

Table AQ-4 SUMMARY OF CONSTRUCTION ACTIVITY

Phase	Duration (days)	Crew	Equipment
Site Prep	15	7	Dozers (2), Tractor/Loader/Backhoe
Grading	30	7	Excavator, Grader, Backhoe
Building Construction	165	15	Crane, Forklifts (2), Generator Sets (3), Backhoe, Welder
Architectural Coating	10	5	Air Compressor

Source: Construction Contractor, CalEEMod.

Table AQ-5 ESTIMATED CONSTRUCTION DAILY TRIP GENERATION

Phase	Duration (days)	Number of Workers	Maximum Haul Truck Trips	Total Trips
Site Prep	15	7	18	26
Grading	30	7	18	26
Building Construction	165	15	4	38
Architectural Coating	10	5	2	12

Source: CalEEMod, Construction Contractor Assumptions.

Project-related construction emissions are shown in **Table AQ-6**. As shown, construction emissions would not exceed the SCAQMD thresholds. Therefore, a less-than-significant impact related to regional construction emissions will occur.

TABLE AQ-6: SUMMARY OF PEAK CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Activity	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2020						
Site Preparation	3	31	12	<1	6	4
Grading	2	26	12	<1	3	2
Construction	3	22	20	<1	2	1
Architectural Coating	4	2	3	<1	<1	<1
Maximum Daily Emissions	3	31	20	<1	6	4
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold?	NO	NO	NO	NO	NO	NO

Source: CalEEMod 2016.3.2.

Localized Significance Thresholds. Localized air pollution is evaluated against the localized significance thresholds (LSTs) which are based on the ambient concentrations of a pollutant within the project Source Receptor Area, the size of the project site and distance to the nearest sensitive receptor. The LSTs represent the maximum emissions from a project site that are not expected to cause or contribute to an exceedance of the most stringent national or state AAQS. The LSTs are based on the California AAQS, which are the most stringent AAQS established to provide a margin of safety in the protection of the public health and welfare and are designed to protect those most susceptible to respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise.

Emissions generated by construction activities would temporarily increase pollutant concentrations from onsite equipment (primarily mobile emissions) and fugitive dust (PM₁₀ and PM_{2.5}). **Table AQ-7** shows the localized maximum daily construction emissions. As a park is considered a sensitive receptor, a receptor distance of 25 meters was used for the LST methodology. As shown in **Table AQ-7**, maximum daily emissions from construction activities would not exceed the SCAQMD LSTs; therefore, construction emissions would not exceed the CAAQS and the Project would not expose sensitive receptors to substantial pollutant concentrations. Therefore, a less-than-significant impact related to construction LSTs will occur.

**TABLE AQ-7 LOCALIZED SIGNIFICANCE THRESHOLD
SUMMARY - CONSTRUCTION**

Construction	Pounds per Day			
	CO	NO ₂	PM ₁₀	PM _{2.5}
Peak Construction Emissions	20	31	6	4
Localized Significance Thresholds	2292	304	14	8
Significant Impact?	NO	NO	NO	NO

Source: CalEEMod Version 2016.3.2: Based on SCAQMD LST methodology on a 5-acre site that uses one grader, one scraper/excavator, and one tractors/backhoes for eight hours a day during site preparation activities, which is equivalent to a maximum disturbed acreage of 5 acres and compared against the 5-acre LST lookup table within SRA 30 and adjacent sensitive receptors (25m).

Operations

Long-term air quality impacts associated with the proposed Project would be generated from mobile emissions, stationary, and area sources. Emissions produced from mobile sources are from Project-generated vehicle trips. Operation of the park would not result in significant stationary source emissions from on-site equipment. Area sources of emissions are those associated with landscaping maintenance and energy use. The Project is projected to generate an increase of 152 daily trips over existing conditions. Emissions generated by Project-related trips are based on the CalEEMod computer model. The Project's emissions were evaluated against the SCAQMD significance thresholds as shown in **Table AQ-8**. The Project's emissions were found to be below the SCAQMD operational phase emissions thresholds. Therefore, a less-than-significant impact related to long term air quality impacts will occur.

TABLE AQ-8 SUMMARY OF PEAK REGIONAL OPERATIONAL EMISSIONS

Operational Activity	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area	<1	<1	<1	<1	<1	<1
Energy	<1	<1	<1	<1	<1	<1
Vehicles	>1	2	2	<1	1	<1
Operational Emissions	<1	2	2	<1	<1	<1
SCAQMD Significance Threshold	55	55	550	150	150	55
Exceeds Significance Thresholds?	NO	NO	NO	NO	NO	NO

Source: CalEEMod 2016.3.2

Localized Significance Thresholds. Operational activities would generate air pollutant emissions from on-site mobile and area emissions. **Table AQ-9** shows localized maximum daily operational emissions. As shown in **Table AQ-9**, maximum daily operational emissions would not exceed the SCAQMD LSTs and would not expose sensitive receptors to substantial pollutant concentrations. Therefore, a less-than-significant impact related to operational LSTs will occur.

TABLE AQ-9 LOCALIZED SIGNIFICANCE THRESHOLD SUMMARY - OPERATION

Construction	Pounds per Day			
	CO	NO ₂	PM ₁₀	PM _{2.5}
Peak Operational Emissions	<1	<1	<1	<1
Localized Significance Thresholds	2292	304	4	2
Significant Impact?	NO	NO	NO	NO

Source: CalEEMod Version 2016.3.2: Based on SCAQMD LST methodology for operational emissions which does not include off-site mobile emissions. The localized emissions were compared against the 5-acre LST lookup table for SRA 30 with a 25 meter receptor distance.

Carbon Monoxide Hotspots. An air quality impact would be considered significant if the generated CO emission levels exceed the state or federal AAQS, which would expose receptors to substantial pollutant concentrations. Because CO is produced in greatest quantities from vehicle combustion and does not readily disperse into the atmosphere, adherence to AAQS is typically demonstrated through an analysis of localized concentrations.

Vehicle congestion has the potential to create elevated concentrations of CO called “hot spots.” Localized CO concentrations hot spots are caused by vehicular emissions, primarily when idling at congested intersections. Due to the implementation of strict vehicle emissions standards over the last 20 years, the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations have steadily declined. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars. A CO “hot spot” would occur if an exceedance of the state one-hour standard of 20 ppm or the 8-hour standard of 9 ppm were to occur.

A CO hot spot analysis was conducted in 2003 for four high volume intersections in the City of Los Angeles in the peak-hour periods to establish a better threshold for the volume of vehicles necessary to generate a violation of CO standards to better reflect the effect of the increasing proportion of cleaner burning vehicles. The hot spot analysis for the 2003 analysis did not predict any violation of CO standards. The busiest intersection (Wilshire Boulevard/Veteran Avenue) had a daily traffic volume of 100,000 vehicles today and the estimated one-hour concentration was 4.6 ppm. The 20 ppm standard would not have been exceeded until the intersection exceeded more than 400,000 vehicles per day.¹

The Bay Area Air Quality Management District has also looked at the effect of cleaner burning vehicles and concluded that under existing and future vehicle emissions rates, a given project would have to increase traffic volumes at a single intersection by 24,000 vehicles per hour where vertical and/or horizontal air does not mix (worst case condition) to generate a significant CO impact.² Based on these factors, that the Project’s peak-hour trips would be less than 50, and that the future baseline peak-hour intersection volumes are anticipated to be 3,500, there is no potential for the Project to generate CO concentrations higher than the state and federal standards. As a result, sensitive receptors in the area would not be substantially affected by CO concentrations generated by operation of the Project. Therefore, a less-than-significant impact related to CO hot spots will occur.

Toxic Air Contaminants. The CARB has identified diesel particulate matter (DPM) from diesel-fueled engines as a TAC; thus, high volume freeways, stationary diesel engines, and facilities attracting heavy and constant diesel vehicle traffic are identified as having the highest associated health risks from DPM. The proposed Project site is not located within 500 feet of a freeway or major roadway, near any rail yards, stationary diesel engines, or facilities attracting heavy and constant diesel vehicle traffic such as warehouse distribution centers. The surrounding Project area consists primarily of vacant land agricultural land, and residences.

Health risks from TACs are a function of both the concentration of emissions and the duration of exposure. Health-related risks associated with DPM in particular are primarily associated with long-term exposure and associated risk of contracting cancer. Some land uses are considered more sensitive to air pollution than others, due to the types of population groups or activities involved. Heightened sensitivity may be caused by health problems, proximity to the emissions source, and/or duration of exposure to air pollutants. Children, pregnant women, the elderly, and those with existing health problems are especially vulnerable to the effects of air pollution.

Operational-related emissions of TACs are typically associated with stationary diesel engines or land uses that involve heavy truck traffic or idling. The park would contain numerous children which could be considered vulnerable to effects of air pollution. However, the sensitive users at the facility would only be on-site for short durations during their treatment period so the long-term exposure levels would be low. The Project does not

¹South Coast Air Quality Management District, *Carbon Monoxide Redesignation Request and Maintenance Plan*, Hot Spot Analysis, February 2005.

²Bay Area Air Quality Management District, *CEQA Air Quality Guidelines*, Section 3.3 Carbon Monoxide Screening Criteria, May 2011.

involve long-term operation of any stationary diesel engine or other major on-site stationary source of TACs. The CARB Air Quality and Land Use Handbook: A Community Health Perspective Handbook includes facilities with associated diesel truck trips of more than 100 trucks per day as a source of substantial TAC emissions. The Project is not anticipated to receive more than 2 deliveries a day and would not involve a substantial source of TAC emissions. Therefore, the operation of the Project would not expose any existing sensitive receptors to any new permanent or substantial TAC emissions.

During construction, diesel particulate emissions associated with heavy-duty equipment operations would occur. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Based on the construction schedule, limited amount of imported/exported material and equipment mix as described in Appendix A CalEEMod assumptions, construction of the Project is not anticipated to result in more than 10 truck trips per day and would not be a substantial source of TAC emissions. Given the short-term construction schedule of approximately 10 months, the proposed Project would not result in a long-term (i.e., 70 years) source of TACs. No significant emissions and corresponding individual cancer risk are anticipated after construction. Because of the short-term exposure period (10 out of 840 months) during construction and low level of truck activity during construction and operation of the park, a less-than-significant impact related to TACs will occur.

Odors. The proposed Project would not emit objectionable odors that would affect a substantial number of people. The threshold for odor is if a Project creates an odor nuisance pursuant to SCAQMD Rule 402, Nuisance, which states:

A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The type of facilities that are considered to have objectionable odors include wastewater treatments plants, compost facilities, landfills, solid waste transfer stations, fiberglass manufacturing facilities, paint/coating operations (e.g., auto body shops), dairy farms, petroleum refineries, asphalt batch plants, chemical manufacturing, and food manufacturing facilities. The proposed Project would be consistent and compatible with existing land uses surrounding the Project site. The proposed Project will not introduce a new stationary source of air pollution into the proposed Project vicinity that may cause objectionable odors. Recreational uses, such as that of the proposed Project, do not generate odors. Covered trash receptacles will be placed throughout the project site and emptied frequently to avoid any odors from trash. Other odorous emissions anticipated from the Project are primarily from mobile sources (vehicles) coming to and from the Project site, which are existing and common sources of emissions in the area. No increase in the intensity of odors from vehicle emissions would result as there would not be a significant increase in vehicular traffic. Therefore, no significant impact related to the creation of objectionable odors will occur.

During construction activities, construction equipment exhaust would temporarily generate odors. Any construction-related odor emissions would be temporary, intermittent in nature, and would not constitute a public nuisance. Therefore, no significant impacts related to objectionable odors during construction will occur.

Cumulative. The SCAQMD approach for assessing cumulative impacts is based on whether the proposed Project would, by itself, result in a significant impact. More specifically, if construction or operation of the proposed project would not exceed the SCAQMD's thresholds, those emissions are not expected to be cumulatively considerable. Emissions may increase for certain air pollutants due to nearby past, present and/or foreseeable projects (either overlapping construction periods or on-going operation) that are expected to exceed the SCAQMD mass daily emission thresholds. Per CEQA Guidelines Section 15064(h)(4), the mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the

proposed project's incremental effects are cumulatively considerable. Based on SCAQMD methodology for cumulatively impacts and the fact that both construction and operational air emissions would not exceed SCAQMD's thresholds, the emissions resulting from construction and operation of the proposed project would not be cumulatively considerable. Therefore, a less-than-significant impact related to cumulative air quality emissions will occur.

Greenhouse Gas Emissions. GHGs are typically evaluated on an annual basis using the metric system. To address the State's requirement to reduce GHG emissions, the County prepared the 2015 Climate Action Plan (CAP) with the target of reducing GHG emissions within the unincorporated County by 15 percent below 2008 levels by the year 2020. The County's target is consistent with the AB 32 target and ensures that the County is providing GHG reductions locally that will complement the State and international efforts of stabilizing climate change.

The County determined the size of development that is too small to be able to provide the level of GHG emission reductions expected from the Screening Tables or alternate emission analysis method. To do this the County determined the GHG emission amount allowed by a project such that 90 percent of the emissions on average from all projects would exceed that level and be "captured" by the Screening Table or alternate emission analysis method. The 3,000 MT CO₂e per year value is the low end value within that range rounded to the nearest hundred tons of emissions and is used in defining small projects that are considered less than significant and do not need to use the Screening Tables or alternative GHG mitigation analysis used in the County CAP.

In accordance with the State CEQA Guidelines, GHG emissions were calculated for construction and operation of the proposed Project and will be assessed against the conservative threshold of 3,000 MTCO₂E/yr. GHG emissions resulting from Project construction and operation were calculated using the CalEEMod model, and include emissions resulting from on-road and off-road diesel fuel consumption as well as worker commutes, vehicle travel, energy consumption, water consumption, and waste generation. The quantification of the project's GHG inventory also evaluates construction emissions by amortizing them over an expected project life of 30 years. GHG emissions were estimated for construction and operational activity. Construction activity would generate 413 metric tons of GHG emissions over a 10-month period. The Project's construction GHG emissions were spread even over 30 years to yield an average of 14 MTCO₂E/yr.

CalEEMod estimates the GHG emissions associated with area sources which include landscape equipment emissions, architectural coating, consumer products, and hearths. Hearth emissions do not apply to the Project because no dwelling units are proposed. The CalEEMod output contained in the attached output shows that the GHG emissions from area sources are negligible and are reported at zero for architectural coatings, consumer products and for landscaping.

CalEEMod estimates the GHG emissions associated with building electricity and natural gas usage (non-hearth) for each land use type. However, recreational land uses are not included so a separate analysis for lighting and water was used to calculate electricity usage and the associated GHGs. CalEEMod estimates the annual GHG emissions from Project-related vehicle usage based on trip generation data and the disposal of solid waste. The following table summarizes the GHG emissions estimates for the Project. As shown in **Table GHG-1**, the Project would annually generate 196 MTCO₂E of GHG emissions. The total GHG emissions from the Project are below the County CAP screening level of 3,000 MTCO₂E/yr for commercial projects. Therefore, a less-than-significant impact related to GHG emissions will occur.

TABLE GHG-1: SUMMARY OF GREENHOUSE GAS EMISSIONS

Source	CO ₂	CH ₄	N ₂ O	Total CO ₂ E
	Metric Tons per Year			
Amortized Construction	14	<1	<1	14
Area	<1	<1	<1	<1
Energy	23	<1	<1	23
Mobile	46	<1	<1	46
Solid Waste	<1	<1	<1	<1
Water	113	<1	<1	113
Total	1,878	14	<1	196
County of Riverside CAP Threshold				3,000
Significant Impact?				No

Source: CalEEMod 2016.3.2.

Consistency with GHG Plans and Policies. The County of Riverside has adopted policies and programs in its General Plan to promote the use of clean and renewable energy sources, facilitate alternative modes of transportation, and for the sustainable use of energy.

The County CAP, described above, was adopted by the Board on December 8, 2015. In particular, the CAP elaborates on the County General Plan goals and policies relative to GHG emissions and provides a specific implementation tool to guide future decisions of the County. The 2015 CAP is used as the baseline for the evaluation of consistency with applicable GHG plans, policies, or regulations. The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The County CAP identifies three main goals which are to: provide a list of specific actions that will reduce GHG emissions, giving the highest priority to actions that provide the greatest reduction in GHG emissions and benefits to the community at the least cost; reduce emissions attributable to the County to levels consistent with the target reductions of AB 32; and establish a qualified reduction plan for which future development within the County can tier and thereby streamline the environmental analysis necessary under CEQA. Because GHG emissions are only important in the context of cumulative emissions, the focus of the analysis is on answering the question of whether incremental contributions of GHGs are a cumulatively considerable contribution to climate change impacts.

The County CAP has incorporated the measures identified in the CARB Scoping Plan as a means for reducing GHG emissions. **Table GHG-2** summarizes the CARB Scoping Plan Policies for reducing GHG emissions. As shown in **Table GHG-2**, the Project is consistent with CARB's Scoping Plan measures. Therefore, a less-than-significant impact related to consistency with plans, policies, or regulations for reducing GHG emissions will occur.

TABLE GHG-2: CARB SCOPING PLAN

Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
Energy Efficiency: Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policies, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be designed and constructed using sustainable building practices, and will comply with the County's Sustainable Building Policy (H-29). The Project will be compliant with all current Title 24 standards.
Green Building Strategy: Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards that became mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards. The Project will also incorporate LEED energy efficiency building measures.
Recycling and Waste: Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. A regulation to reduce methane emissions from municipal solid waste landfills is currently being developed by the state. The Riverside Countywide Integrated Waste Management Plan (CIWMP) outlines the goals, policies, and programs the County and its cities will implement to create an integrated and effective waste management system that complies with the diversion mandates in AB 939. The Project will be required to participate with County programs for recycling and waste reduction which comply with the 50 percent reduction requirement of AB 939.
Water: Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The Project will comply with all applicable County ordinances, including the County's Low Impact Development (LID) standards.

Source: CARB Scoping Plan.

Mecca Sports Park - Riverside-Salton Sea County, Summer

Mecca Sports Park
Riverside-Salton Sea County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.67	Acre	6.67	290,545.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	15			Operational Year	2021
Utility Company					
CO2 Intensity (lb/MW hr)	0	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Mecca Sports Park - Riverside-Salton Sea County, Summer

Project Characteristics -

Land Use -

Off-road Equipment -

Construction Phase - contractor estimated schedule

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment -

Grading - export of existing ruderal veg and import of turf

Architectural Coating - based on site plan

Area Coating - based on site plan

Energy Use - 7k watt system(14 500 w LED) operating 4 hours a night for a year

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Mecca Sports Park - Riverside-Salton Sea County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	3,000.00
tblAreaCoating	Area_Nonresidential_Exterior	0	3000
tblAreaCoating	Area_Nonresidential_Interior	0	1250
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	165.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	11/9/2020	12/11/2020
tblConstructionPhase	PhaseEndDate	9/14/2020	11/27/2020
tblConstructionPhase	PhaseEndDate	10/28/2019	4/10/2020
tblConstructionPhase	PhaseEndDate	9/30/2019	2/28/2020
tblConstructionPhase	PhaseStartDate	10/13/2020	11/30/2020
tblConstructionPhase	PhaseStartDate	10/29/2019	4/13/2020
tblConstructionPhase	PhaseStartDate	10/1/2019	3/2/2020
tblConstructionPhase	PhaseStartDate	9/17/2019	2/17/2020
tblEnergyUse	T24E	0.00	10,000.00
tblGrading	AcresOfGrading	15.00	6.67
tblGrading	MaterialExported	0.00	2,690.00
tblGrading	MaterialImported	0.00	5,380.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblSequestration	NumberOfNewTrees	0.00	90.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00

Mecca Sports Park - Riverside-Salton Sea County, Summer

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.8191	31.0868	20.0225	0.0473	12.5764	1.2636	13.8400	6.7658	1.1632	7.9290	0.0000	4,634.247 4	4,634.247 4	0.8216	0.0000	4,648.305 6
Maximum	3.8191	31.0868	20.0225	0.0473	12.5764	1.2636	13.8400	6.7658	1.1632	7.9290	0.0000	4,634.247 4	4,634.247 4	0.8216	0.0000	4,648.305 6

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.8191	31.0868	20.0225	0.0473	4.5249	1.2636	5.7885	2.3400	1.1632	3.5032	0.0000	4,634.247 4	4,634.247 4	0.8216	0.0000	4,648.305 6
Maximum	3.8191	31.0868	20.0225	0.0473	4.5249	1.2636	5.7885	2.3400	1.1632	3.5032	0.0000	4,634.247 4	4,634.247 4	0.8216	0.0000	4,648.305 6

Mecca Sports Park - Riverside-Salton Sea County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	64.02	0.00	58.18	65.41	0.00	55.82	0.00	0.00	0.00	0.00	0.00	0.00

Mecca Sports Park - Riverside-Salton Sea County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2618	1.7663	2.3137	9.2600e-003	0.6170	6.3100e-003	0.6233	0.1651	5.9200e-003	0.1710		946.6586	946.6586	0.0576		948.0992
Total	0.2903	1.7663	2.3143	9.2600e-003	0.6170	6.3100e-003	0.6233	0.1651	5.9200e-003	0.1710		946.6600	946.6600	0.0576	0.0000	948.1008

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2618	1.7663	2.3137	9.2600e-003	0.6170	6.3100e-003	0.6233	0.1651	5.9200e-003	0.1710		946.6586	946.6586	0.0576		948.0992
Total	0.2903	1.7663	2.3143	9.2600e-003	0.6170	6.3100e-003	0.6233	0.1651	5.9200e-003	0.1710		946.6600	946.6600	0.0576	0.0000	948.1008

Mecca Sports Park - Riverside-Salton Sea County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/17/2020	2/28/2020	5	10	
2	Grading	Grading	3/2/2020	4/10/2020	5	30	
3	Building Construction	Building Construction	4/13/2020	11/27/2020	5	165	
4	Architectural Coating	Architectural Coating	11/30/2020	12/11/2020	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 6.67

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 3,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Mecca Sports Park - Riverside-Salton Sea County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	266.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	8.00	0.00	532.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	122.00	48.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.0442	0.0000	12.0442	6.6205	0.0000	6.6205			0.0000			0.0000
Off-Road	2.3685	24.7696	10.5429	0.0202		1.2431	1.2431		1.1436	1.1436		1,955.453 5	1,955.453 5	0.6324		1,971.264 4
Total	2.3685	24.7696	10.5429	0.0202	12.0442	1.2431	13.2872	6.6205	1.1436	7.7641		1,955.453 5	1,955.453 5	0.6324		1,971.264 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1368	6.2985	0.7771	0.0203	0.4653	0.0201	0.4854	0.1276	0.0192	0.1468		2,148.660 9	2,148.660 9	0.1281		2,151.862 1
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0335	0.0187	0.2498	6.7000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		66.4039	66.4039	1.7300e-003		66.4472
Total	0.1703	6.3172	1.0269	0.0209	0.5323	0.0205	0.5528	0.1453	0.0196	0.1649		2,215.064 8	2,215.064 8	0.1298		2,218.309 3

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.2 Site Preparation - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9926	0.0000	3.9926	2.1947	0.0000	2.1947			0.0000			0.0000
Off-Road	2.3685	24.7696	10.5429	0.0202		1.2431	1.2431		1.1436	1.1436	0.0000	1,955.453 5	1,955.453 5	0.6324		1,971.264 4
Total	2.3685	24.7696	10.5429	0.0202	3.9926	1.2431	5.2357	2.1947	1.1436	3.3383	0.0000	1,955.453 5	1,955.453 5	0.6324		1,971.264 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1368	6.2985	0.7771	0.0203	0.4653	0.0201	0.4854	0.1276	0.0192	0.1468		2,148.660 9	2,148.660 9	0.1281		2,151.862 1
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0335	0.0187	0.2498	6.7000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		66.4039	66.4039	1.7300e-003		66.4472
Total	0.1703	6.3172	1.0269	0.0209	0.5323	0.0205	0.5528	0.1453	0.0196	0.1649		2,215.064 8	2,215.064 8	0.1298		2,218.309 3

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2579	0.0000	6.2579	3.3357	0.0000	3.3357			0.0000			0.0000
Off-Road	2.0098	22.1756	11.4936	0.0234		1.0072	1.0072		0.9266	0.9266		2,270.948 1	2,270.948 1	0.7345		2,289.309 9
Total	2.0098	22.1756	11.4936	0.0234	6.2579	1.0072	7.2651	3.3357	0.9266	4.2623		2,270.948 1	2,270.948 1	0.7345		2,289.309 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0912	4.1990	0.5181	0.0135	0.3102	0.0134	0.3236	0.0850	0.0128	0.0978		1,432.440 6	1,432.440 6	0.0854		1,434.574 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0335	0.0187	0.2498	6.7000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		66.4039	66.4039	1.7300e-003		66.4472
Total	0.1247	4.2177	0.7679	0.0142	0.3772	0.0138	0.3910	0.1028	0.0132	0.1160		1,498.844 5	1,498.844 5	0.0871		1,501.021 9

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.3 Grading - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0745	0.0000	2.0745	1.1058	0.0000	1.1058			0.0000			0.0000
Off-Road	2.0098	22.1756	11.4936	0.0234		1.0072	1.0072		0.9266	0.9266	0.0000	2,270.948 1	2,270.948 1	0.7345		2,289.309 9
Total	2.0098	22.1756	11.4936	0.0234	2.0745	1.0072	3.0817	1.1058	0.9266	2.0324	0.0000	2,270.948 1	2,270.948 1	0.7345		2,289.309 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0912	4.1990	0.5181	0.0135	0.3102	0.0134	0.3236	0.0850	0.0128	0.0978		1,432.440 6	1,432.440 6	0.0854		1,434.574 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0335	0.0187	0.2498	6.7000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		66.4039	66.4039	1.7300e-003		66.4472
Total	0.1247	4.2177	0.7679	0.0142	0.3772	0.0138	0.3910	0.1028	0.0132	0.1160		1,498.844 5	1,498.844 5	0.0871		1,501.021 9

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433		2,501.7219	2,501.7219	0.4398		2,512.7177
Total	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433		2,501.7219	2,501.7219	0.4398		2,512.7177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1208	4.5821	0.8292	0.0106	0.2408	0.0223	0.2631	0.0694	0.0213	0.0907		1,119.8667	1,119.8667	0.0961		1,122.2682
Worker	0.5115	0.2844	3.8090	0.0102	1.0207	6.3700e-003	1.0271	0.2707	5.8700e-003	0.2766		1,012.6588	1,012.6588	0.0264		1,013.3197
Total	0.6323	4.8665	4.6381	0.0208	1.2616	0.0287	1.2902	0.3401	0.0272	0.3673		2,132.5255	2,132.5255	0.1225		2,135.5879

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.4 Building Construction - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433	0.0000	2,501.7219	2,501.7219	0.4398		2,512.7177
Total	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433	0.0000	2,501.7219	2,501.7219	0.4398		2,512.7177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1208	4.5821	0.8292	0.0106	0.2408	0.0223	0.2631	0.0694	0.0213	0.0907		1,119.8667	1,119.8667	0.0961		1,122.2682
Worker	0.5115	0.2844	3.8090	0.0102	1.0207	6.3700e-003	1.0271	0.2707	5.8700e-003	0.2766		1,012.6588	1,012.6588	0.0264		1,013.3197
Total	0.6323	4.8665	4.6381	0.0208	1.2616	0.0287	1.2902	0.3401	0.0272	0.3673		2,132.5255	2,132.5255	0.1225		2,135.5879

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.5 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4763					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	3.7184	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1006	0.0559	0.7493	2.0000e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		199.2116	199.2116	5.2000e-003		199.3416
Total	0.1006	0.0559	0.7493	2.0000e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		199.2116	199.2116	5.2000e-003		199.3416

Mecca Sports Park - Riverside-Salton Sea County, Summer

3.5 Architectural Coating - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4763					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	3.7184	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1006	0.0559	0.7493	2.0000e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		199.2116	199.2116	5.2000e-003		199.3416
Total	0.1006	0.0559	0.7493	2.0000e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		199.2116	199.2116	5.2000e-003		199.3416

4.0 Operational Detail - Mobile

Mecca Sports Park - Riverside-Salton Sea County, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2618	1.7663	2.3137	9.2600e-003	0.6170	6.3100e-003	0.6233	0.1651	5.9200e-003	0.1710		946.6586	946.6586	0.0576		948.0992
Unmitigated	0.2618	1.7663	2.3137	9.2600e-003	0.6170	6.3100e-003	0.6233	0.1651	5.9200e-003	0.1710		946.6586	946.6586	0.0576		948.0992

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	12.61	151.74	111.66	88,910	88,910
Total	12.61	151.74	111.66	88,910	88,910

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038

Mecca Sports Park - Riverside-Salton Sea County, Summer

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mecca Sports Park - Riverside-Salton Sea County, Summer

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

Mecca Sports Park - Riverside-Salton Sea County, Summer

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Unmitigated	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

Mecca Sports Park - Riverside-Salton Sea County, Summer

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0150					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Total	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0150					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Total	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

7.0 Water Detail

Mecca Sports Park - Riverside-Salton Sea County, Summer

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Mecca Sports Park - Riverside-Salton Sea County, Winter

Mecca Sports Park
Riverside-Salton Sea County, Winter**1.0 Project Characteristics**

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.67	Acre	6.67	290,545.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	15			Operational Year	2021
Utility Company					
CO2 Intensity (lb/MW hr)	0	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Mecca Sports Park - Riverside-Salton Sea County, Winter

Project Characteristics -

Land Use -

Off-road Equipment -

Construction Phase - contractor estimated schedule

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment -

Grading - export of existing ruderal veg and import of turf

Architectural Coating - based on site plan

Area Coating - based on site plan

Energy Use - 7k watt system(14 500 w LED) operating 4 hours a night for a year

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Mecca Sports Park - Riverside-Salton Sea County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	3,000.00
tblAreaCoating	Area_Nonresidential_Exterior	0	3000
tblAreaCoating	Area_Nonresidential_Interior	0	1250
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	165.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	11/9/2020	12/11/2020
tblConstructionPhase	PhaseEndDate	9/14/2020	11/27/2020
tblConstructionPhase	PhaseEndDate	10/28/2019	4/10/2020
tblConstructionPhase	PhaseEndDate	9/30/2019	2/28/2020
tblConstructionPhase	PhaseStartDate	10/13/2020	11/30/2020
tblConstructionPhase	PhaseStartDate	10/29/2019	4/13/2020
tblConstructionPhase	PhaseStartDate	10/1/2019	3/2/2020
tblConstructionPhase	PhaseStartDate	9/17/2019	2/17/2020
tblEnergyUse	T24E	0.00	10,000.00
tblGrading	AcresOfGrading	15.00	6.67
tblGrading	MaterialExported	0.00	2,690.00
tblGrading	MaterialImported	0.00	5,380.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblSequestration	NumberOfNewTrees	0.00	90.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00

Mecca Sports Park - Riverside-Salton Sea County, Winter

2.0 Emissions Summary**2.1 Overall Construction (Maximum Daily Emission)****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.8146	31.1425	19.4913	0.0458	12.5764	1.2639	13.8403	6.7658	1.1635	7.9293	0.0000	4,480.853 0	4,480.853 0	0.8294	0.0000	4,495.109 2
Maximum	3.8146	31.1425	19.4913	0.0458	12.5764	1.2639	13.8403	6.7658	1.1635	7.9293	0.0000	4,480.853 0	4,480.853 0	0.8294	0.0000	4,495.109 2

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	3.8146	31.1425	19.4913	0.0458	4.5249	1.2639	5.7888	2.3400	1.1635	3.5035	0.0000	4,480.853 0	4,480.853 0	0.8294	0.0000	4,495.109 2
Maximum	3.8146	31.1425	19.4913	0.0458	4.5249	1.2639	5.7888	2.3400	1.1635	3.5035	0.0000	4,480.853 0	4,480.853 0	0.8294	0.0000	4,495.109 2

Mecca Sports Park - Riverside-Salton Sea County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	64.02	0.00	58.17	65.41	0.00	55.82	0.00	0.00	0.00	0.00	0.00	0.00

Mecca Sports Park - Riverside-Salton Sea County, Winter

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2186	1.7487	2.0893	8.5200e-003	0.6170	6.4200e-003	0.6234	0.1651	6.0200e-003	0.1711		871.0591	871.0591	0.0611		872.5860
Total	0.2471	1.7487	2.0899	8.5200e-003	0.6170	6.4200e-003	0.6234	0.1651	6.0200e-003	0.1711		871.0606	871.0606	0.0611	0.0000	872.5875

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2186	1.7487	2.0893	8.5200e-003	0.6170	6.4200e-003	0.6234	0.1651	6.0200e-003	0.1711		871.0591	871.0591	0.0611		872.5860
Total	0.2471	1.7487	2.0899	8.5200e-003	0.6170	6.4200e-003	0.6234	0.1651	6.0200e-003	0.1711		871.0606	871.0606	0.0611	0.0000	872.5875

Mecca Sports Park - Riverside-Salton Sea County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/17/2020	2/28/2020	5	10	
2	Grading	Grading	3/2/2020	4/10/2020	5	30	
3	Building Construction	Building Construction	4/13/2020	11/27/2020	5	165	
4	Architectural Coating	Architectural Coating	11/30/2020	12/11/2020	5	10	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 6.67****Acres of Paving: 0****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 3,000; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Mecca Sports Park - Riverside-Salton Sea County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	266.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	8.00	0.00	532.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	122.00	48.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					12.0442	0.0000	12.0442	6.6205	0.0000	6.6205			0.0000			0.0000
Off-Road	2.3685	24.7696	10.5429	0.0202		1.2431	1.2431		1.1436	1.1436		1,955.453 5	1,955.453 5	0.6324		1,971.264 4
Total	2.3685	24.7696	10.5429	0.0202	12.0442	1.2431	13.2872	6.6205	1.1436	7.7641		1,955.453 5	1,955.453 5	0.6324		1,971.264 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1439	6.3536	0.9102	0.0197	0.4653	0.0204	0.4857	0.1276	0.0195	0.1470		2,094.903 8	2,094.903 8	0.1402		2,098.407 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0193	0.2048	6.0000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		59.6023	59.6023	1.5200e-003		59.6403
Total	0.1760	6.3729	1.1150	0.0203	0.5323	0.0208	0.5530	0.1453	0.0199	0.1652		2,154.506 1	2,154.506 1	0.1417		2,158.048 0

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.2 Site Preparation - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.9926	0.0000	3.9926	2.1947	0.0000	2.1947			0.0000			0.0000
Off-Road	2.3685	24.7696	10.5429	0.0202		1.2431	1.2431		1.1436	1.1436	0.0000	1,955.453 5	1,955.453 5	0.6324		1,971.264 4
Total	2.3685	24.7696	10.5429	0.0202	3.9926	1.2431	5.2357	2.1947	1.1436	3.3383	0.0000	1,955.453 5	1,955.453 5	0.6324		1,971.264 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1439	6.3536	0.9102	0.0197	0.4653	0.0204	0.4857	0.1276	0.0195	0.1470		2,094.903 8	2,094.903 8	0.1402		2,098.407 7
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0193	0.2048	6.0000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		59.6023	59.6023	1.5200e-003		59.6403
Total	0.1760	6.3729	1.1150	0.0203	0.5323	0.0208	0.5530	0.1453	0.0199	0.1652		2,154.506 1	2,154.506 1	0.1417		2,158.048 0

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2579	0.0000	6.2579	3.3357	0.0000	3.3357			0.0000			0.0000
Off-Road	2.0098	22.1756	11.4936	0.0234		1.0072	1.0072		0.9266	0.9266		2,270.948 1	2,270.948 1	0.7345		2,289.309 9
Total	2.0098	22.1756	11.4936	0.0234	6.2579	1.0072	7.2651	3.3357	0.9266	4.2623		2,270.948 1	2,270.948 1	0.7345		2,289.309 9

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0959	4.2357	0.6068	0.0132	0.3102	0.0136	0.3238	0.0850	0.0130	0.0980		1,396.602 5	1,396.602 5	0.0934		1,398.938 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0193	0.2048	6.0000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		59.6023	59.6023	1.5200e-003		59.6403
Total	0.1280	4.2550	0.8116	0.0138	0.3772	0.0140	0.3911	0.1028	0.0134	0.1162		1,456.204 9	1,456.204 9	0.0950		1,458.578 8

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.3 Grading - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.0745	0.0000	2.0745	1.1058	0.0000	1.1058			0.0000			0.0000
Off-Road	2.0098	22.1756	11.4936	0.0234		1.0072	1.0072		0.9266	0.9266	0.0000	2,270.948 1	2,270.948 1	0.7345		2,289.309 9
Total	2.0098	22.1756	11.4936	0.0234	2.0745	1.0072	3.0817	1.1058	0.9266	2.0324	0.0000	2,270.948 1	2,270.948 1	0.7345		2,289.309 9

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0959	4.2357	0.6068	0.0132	0.3102	0.0136	0.3238	0.0850	0.0130	0.0980		1,396.602 5	1,396.602 5	0.0934		1,398.938 5
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0321	0.0193	0.2048	6.0000e-004	0.0669	4.2000e-004	0.0674	0.0178	3.8000e-004	0.0181		59.6023	59.6023	1.5200e-003		59.6403
Total	0.1280	4.2550	0.8116	0.0138	0.3772	0.0140	0.3911	0.1028	0.0134	0.1162		1,456.204 9	1,456.204 9	0.0950		1,458.578 8

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433		2,501.7219	2,501.7219	0.4398		2,512.7177
Total	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433		2,501.7219	2,501.7219	0.4398		2,512.7177

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1280	4.5375	0.9843	0.0102	0.2408	0.0226	0.2635	0.0694	0.0216	0.0910		1,070.1955	1,070.1955	0.1073		1,072.8768
Worker	0.4888	0.2942	3.1227	9.1200e-003	1.0207	6.3700e-003	1.0271	0.2707	5.8700e-003	0.2766		908.9356	908.9356	0.0232		909.5147
Total	0.6169	4.8317	4.1070	0.0193	1.2616	0.0290	1.2906	0.3401	0.0275	0.3676		1,979.1311	1,979.1311	0.1304		1,982.3915

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.4 Building Construction - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433	0.0000	2,501.7219	2,501.7219	0.4398		2,512.7177
Total	2.0083	17.6831	15.3843	0.0265		0.9837	0.9837		0.9433	0.9433	0.0000	2,501.7219	2,501.7219	0.4398		2,512.7177

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1280	4.5375	0.9843	0.0102	0.2408	0.0226	0.2635	0.0694	0.0216	0.0910		1,070.1955	1,070.1955	0.1073		1,072.8768
Worker	0.4888	0.2942	3.1227	9.1200e-003	1.0207	6.3700e-003	1.0271	0.2707	5.8700e-003	0.2766		908.9356	908.9356	0.0232		909.5147
Total	0.6169	4.8317	4.1070	0.0193	1.2616	0.0290	1.2906	0.3401	0.0275	0.3676		1,979.1311	1,979.1311	0.1304		1,982.3915

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.5 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4763					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	3.7184	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0962	0.0579	0.6143	1.7900e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		178.8070	178.8070	4.5600e-003		178.9209
Total	0.0962	0.0579	0.6143	1.7900e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		178.8070	178.8070	4.5600e-003		178.9209

Mecca Sports Park - Riverside-Salton Sea County, Winter

3.5 Architectural Coating - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	3.4763					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	3.7184	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0962	0.0579	0.6143	1.7900e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		178.8070	178.8070	4.5600e-003		178.9209
Total	0.0962	0.0579	0.6143	1.7900e-003	0.2008	1.2500e-003	0.2021	0.0533	1.1500e-003	0.0544		178.8070	178.8070	4.5600e-003		178.9209

4.0 Operational Detail - Mobile

Mecca Sports Park - Riverside-Salton Sea County, Winter

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2186	1.7487	2.0893	8.5200e-003	0.6170	6.4200e-003	0.6234	0.1651	6.0200e-003	0.1711		871.0591	871.0591	0.0611		872.5860
Unmitigated	0.2186	1.7487	2.0893	8.5200e-003	0.6170	6.4200e-003	0.6234	0.1651	6.0200e-003	0.1711		871.0591	871.0591	0.0611		872.5860

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	12.61	151.74	111.66	88,910	88,910
Total	12.61	151.74	111.66	88,910	88,910

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038

Mecca Sports Park - Riverside-Salton Sea County, Winter

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mecca Sports Park - Riverside-Salton Sea County, Winter

5.2 Energy by Land Use - NaturalGas**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

Mecca Sports Park - Riverside-Salton Sea County, Winter

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Unmitigated	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

Mecca Sports Park - Riverside-Salton Sea County, Winter

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0150					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Total	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0135					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0150					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	6.0000e-005	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003
Total	0.0285	1.0000e-005	6.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.4600e-003	1.4600e-003	0.0000		1.5600e-003

7.0 Water Detail

Mecca Sports Park - Riverside-Salton Sea County, Winter

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Mecca Sports Park - Riverside-Salton Sea County, Annual

Mecca Sports Park

Riverside-Salton Sea County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	6.67	Acre	6.67	290,545.20	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.4	Precipitation Freq (Days)	28
Climate Zone	15			Operational Year	2021
Utility Company					
CO2 Intensity (lb/MW hr)	0	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Mecca Sports Park - Riverside-Salton Sea County, Annual

Project Characteristics -

Land Use -

Off-road Equipment -

Construction Phase - contractor estimated schedule

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment - contractor estimate schedule and scope

Off-road Equipment -

Grading - export of existing ruderal veg and import of turf

Architectural Coating - based on site plan

Area Coating - based on site plan

Energy Use - 7k watt system(14 500 w LED) operating 4 hours a night for a year

Land Use Change -

Sequestration -

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Mecca Sports Park - Riverside-Salton Sea County, Annual

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	0.00	3,000.00
tblAreaCoating	Area_Nonresidential_Exterior	0	3000
tblAreaCoating	Area_Nonresidential_Interior	0	1250
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	230.00	165.00
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	PhaseEndDate	11/9/2020	12/11/2020
tblConstructionPhase	PhaseEndDate	9/14/2020	11/27/2020
tblConstructionPhase	PhaseEndDate	10/28/2019	4/10/2020
tblConstructionPhase	PhaseEndDate	9/30/2019	2/28/2020
tblConstructionPhase	PhaseStartDate	10/13/2020	11/30/2020
tblConstructionPhase	PhaseStartDate	10/29/2019	4/13/2020
tblConstructionPhase	PhaseStartDate	10/1/2019	3/2/2020
tblConstructionPhase	PhaseStartDate	9/17/2019	2/17/2020
tblEnergyUse	T24E	0.00	10,000.00
tblGrading	AcresOfGrading	15.00	6.67
tblGrading	MaterialExported	0.00	2,690.00
tblGrading	MaterialImported	0.00	5,380.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblSequestration	NumberOfNewTrees	0.00	90.00
tblTripsAndVMT	WorkerTripNumber	10.00	8.00

Mecca Sports Park - Riverside-Salton Sea County, Annual

2.0 Emissions Summary**2.1 Overall Construction****Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2770	2.4270	1.8688	4.6100e-003	0.2657	0.1057	0.3714	0.1133	0.1006	0.2138	0.0000	411.1789	411.1789	0.0571	0.0000	412.6061
Maximum	0.2770	2.4270	1.8688	4.6100e-003	0.2657	0.1057	0.3714	0.1133	0.1006	0.2138	0.0000	411.1789	411.1789	0.0571	0.0000	412.6061

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2770	2.4270	1.8688	4.6100e-003	0.1627	0.1057	0.2684	0.0577	0.1006	0.1583	0.0000	411.1786	411.1786	0.0571	0.0000	412.6058
Maximum	0.2770	2.4270	1.8688	4.6100e-003	0.1627	0.1057	0.2684	0.0577	0.1006	0.1583	0.0000	411.1786	411.1786	0.0571	0.0000	412.6058

Mecca Sports Park - Riverside-Salton Sea County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	38.77	0.00	27.74	49.06	0.00	25.99	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
2	11-20-2019	2-19-2020	0.0361	0.0361
3	2-20-2020	5-19-2020	0.8491	0.8491
4	5-20-2020	8-19-2020	0.8277	0.8277
5	8-20-2020	9-30-2020	0.3779	0.3779
		Highest	0.8491	0.8491

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.2000e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0122	0.0996	0.1189	4.9000e-004	0.0340	3.6000e-004	0.0343	9.1000e-003	3.3000e-004	9.4300e-003	0.0000	45.3829	45.3829	2.9800e-003	0.0000	45.4574
Waste						0.0000	0.0000		0.0000	0.0000	0.1157	0.0000	0.1157	6.8400e-003	0.0000	0.2867
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0174	0.0996	0.1190	4.9000e-004	0.0340	3.6000e-004	0.0343	9.1000e-003	3.3000e-004	9.4300e-003	0.1157	45.3831	45.4988	9.8200e-003	0.0000	45.7441

Mecca Sports Park - Riverside-Salton Sea County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.2000e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.0122	0.0996	0.1189	4.9000e-004	0.0340	3.6000e-004	0.0343	9.1000e-003	3.3000e-004	9.4300e-003	0.0000	45.3829	45.3829	2.9800e-003	0.0000	45.4574
Waste						0.0000	0.0000		0.0000	0.0000	0.0810	0.0000	0.0810	4.7900e-003	0.0000	0.2007
Water						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0174	0.0996	0.1190	4.9000e-004	0.0340	3.6000e-004	0.0343	9.1000e-003	3.3000e-004	9.4300e-003	0.0810	45.3831	45.4640	7.7700e-003	0.0000	45.6582

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.00	0.00	0.08	20.88	0.00	0.19

Mecca Sports Park - Riverside-Salton Sea County, Annual

2.3 Vegetation**Vegetation**

	CO2e
Category	MT
New Trees	63.7200
Vegetation Land Change	25.8600
Total	89.5800

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	2/17/2020	2/28/2020	5	10	
2	Grading	Grading	3/2/2020	4/10/2020	5	30	
3	Building Construction	Building Construction	4/13/2020	11/27/2020	5	165	
4	Architectural Coating	Architectural Coating	11/30/2020	12/11/2020	5	10	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 6.67****Acres of Paving: 0**

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 3,000; Striped Parking Area: 0
(Architectural Coating – sqft)

Mecca Sports Park - Riverside-Salton Sea County, Annual

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Building Construction	Cranes	1	7.00	231	0.29
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Excavators	1	8.00	158	0.38
Building Construction	Forklifts	2	8.00	89	0.20
Building Construction	Generator Sets	2	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	2	8.00	247	0.40
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	3	8.00	0.00	266.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	8.00	0.00	532.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	122.00	48.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	24.00	0.00	0.00	11.00	5.40	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Replace Ground Cover

Water Exposed Area

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0602	0.0000	0.0602	0.0331	0.0000	0.0331	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.1239	0.0527	1.0000e-004		6.2200e-003	6.2200e-003		5.7200e-003	5.7200e-003	0.0000	8.8698	8.8698	2.8700e-003	0.0000	8.9415
Total	0.0118	0.1239	0.0527	1.0000e-004	0.0602	6.2200e-003	0.0664	0.0331	5.7200e-003	0.0388	0.0000	8.8698	8.8698	2.8700e-003	0.0000	8.9415

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-004	0.0323	4.1700e-003	1.0000e-004	2.2900e-003	1.0000e-004	2.3900e-003	6.3000e-004	1.0000e-004	7.3000e-004	0.0000	9.6438	9.6438	6.0000e-004	0.0000	9.6589
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0800e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2773	0.2773	1.0000e-005	0.0000	0.2775
Total	8.5000e-004	0.0324	5.2500e-003	1.0000e-004	2.6200e-003	1.0000e-004	2.7200e-003	7.2000e-004	1.0000e-004	8.2000e-004	0.0000	9.9210	9.9210	6.1000e-004	0.0000	9.9363

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.2 Site Preparation - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0200	0.0000	0.0200	0.0110	0.0000	0.0110	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0118	0.1239	0.0527	1.0000e-004		6.2200e-003	6.2200e-003		5.7200e-003	5.7200e-003	0.0000	8.8698	8.8698	2.8700e-003	0.0000	8.9415
Total	0.0118	0.1239	0.0527	1.0000e-004	0.0200	6.2200e-003	0.0262	0.0110	5.7200e-003	0.0167	0.0000	8.8698	8.8698	2.8700e-003	0.0000	8.9415

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-004	0.0323	4.1700e-003	1.0000e-004	2.2900e-003	1.0000e-004	2.3900e-003	6.3000e-004	1.0000e-004	7.3000e-004	0.0000	9.6438	9.6438	6.0000e-004	0.0000	9.6589
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0800e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.2773	0.2773	1.0000e-005	0.0000	0.2775
Total	8.5000e-004	0.0324	5.2500e-003	1.0000e-004	2.6200e-003	1.0000e-004	2.7200e-003	7.2000e-004	1.0000e-004	8.2000e-004	0.0000	9.9210	9.9210	6.1000e-004	0.0000	9.9363

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0939	0.0000	0.0939	0.0500	0.0000	0.0500	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0302	0.3326	0.1724	3.5000e-004		0.0151	0.0151		0.0139	0.0139	0.0000	30.9025	30.9025	9.9900e-003	0.0000	31.1524
Total	0.0302	0.3326	0.1724	3.5000e-004	0.0939	0.0151	0.1090	0.0500	0.0139	0.0639	0.0000	30.9025	30.9025	9.9900e-003	0.0000	31.1524

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-003	0.0645	8.3500e-003	2.0000e-004	4.5900e-003	2.0000e-004	4.7900e-003	1.2600e-003	1.9000e-004	1.4500e-003	0.0000	19.2875	19.2875	1.2100e-003	0.0000	19.3177
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.0000e-004	3.2300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8318	0.8318	2.0000e-005	0.0000	0.8324
Total	1.8500e-003	0.0648	0.0116	2.1000e-004	5.5800e-003	2.1000e-004	5.7800e-003	1.5200e-003	2.0000e-004	1.7200e-003	0.0000	20.1193	20.1193	1.2300e-003	0.0000	20.1501

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.3 Grading - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0311	0.0000	0.0311	0.0166	0.0000	0.0166	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0302	0.3326	0.1724	3.5000e-004		0.0151	0.0151		0.0139	0.0139	0.0000	30.9025	30.9025	9.9900e-003	0.0000	31.1524
Total	0.0302	0.3326	0.1724	3.5000e-004	0.0311	0.0151	0.0462	0.0166	0.0139	0.0305	0.0000	30.9025	30.9025	9.9900e-003	0.0000	31.1524

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.4000e-003	0.0645	8.3500e-003	2.0000e-004	4.5900e-003	2.0000e-004	4.7900e-003	1.2600e-003	1.9000e-004	1.4500e-003	0.0000	19.2875	19.2875	1.2100e-003	0.0000	19.3177
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.0000e-004	3.2300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8318	0.8318	2.0000e-005	0.0000	0.8324
Total	1.8500e-003	0.0648	0.0116	2.1000e-004	5.5800e-003	2.1000e-004	5.7800e-003	1.5200e-003	2.0000e-004	1.7200e-003	0.0000	20.1193	20.1193	1.2300e-003	0.0000	20.1501

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1657	1.4589	1.2692	2.1900e-003		0.0812	0.0812		0.0778	0.0778	0.0000	187.2357	187.2357	0.0329	0.0000	188.0587
Total	0.1657	1.4589	1.2692	2.1900e-003		0.0812	0.0812		0.0778	0.0778	0.0000	187.2357	187.2357	0.0329	0.0000	188.0587

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0102	0.3807	0.0745	8.6000e-004	0.0196	1.8500e-003	0.0215	5.6600e-003	1.7700e-003	7.4300e-003	0.0000	82.2526	82.2526	7.5500e-003	0.0000	82.4414
Worker	0.0375	0.0251	0.2708	7.7000e-004	0.0828	5.3000e-004	0.0833	0.0220	4.8000e-004	0.0225	0.0000	69.7695	69.7695	1.7900e-003	0.0000	69.8142
Total	0.0476	0.4058	0.3452	1.6300e-003	0.1024	2.3800e-003	0.1048	0.0277	2.2500e-003	0.0299	0.0000	152.0220	152.0220	9.3400e-003	0.0000	152.2556

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.4 Building Construction - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1657	1.4589	1.2692	2.1900e-003		0.0812	0.0812		0.0778	0.0778	0.0000	187.2355	187.2355	0.0329	0.0000	188.0585
Total	0.1657	1.4589	1.2692	2.1900e-003		0.0812	0.0812		0.0778	0.0778	0.0000	187.2355	187.2355	0.0329	0.0000	188.0585

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0102	0.3807	0.0745	8.6000e-004	0.0196	1.8500e-003	0.0215	5.6600e-003	1.7700e-003	7.4300e-003	0.0000	82.2526	82.2526	7.5500e-003	0.0000	82.4414
Worker	0.0375	0.0251	0.2708	7.7000e-004	0.0828	5.3000e-004	0.0833	0.0220	4.8000e-004	0.0225	0.0000	69.7695	69.7695	1.7900e-003	0.0000	69.8142
Total	0.0476	0.4058	0.3452	1.6300e-003	0.1024	2.3800e-003	0.1048	0.0277	2.2500e-003	0.0299	0.0000	152.0220	152.0220	9.3400e-003	0.0000	152.2556

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.5 Architectural Coating - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	0.0186	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.0000e-004	3.2300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8318	0.8318	2.0000e-005	0.0000	0.8324
Total	4.5000e-004	3.0000e-004	3.2300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8318	0.8318	2.0000e-005	0.0000	0.8324

Mecca Sports Park - Riverside-Salton Sea County, Annual

3.5 Architectural Coating - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0174					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.2100e-003	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791
Total	0.0186	8.4200e-003	9.1600e-003	1.0000e-005		5.5000e-004	5.5000e-004		5.5000e-004	5.5000e-004	0.0000	1.2766	1.2766	1.0000e-004	0.0000	1.2791

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.5000e-004	3.0000e-004	3.2300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8318	0.8318	2.0000e-005	0.0000	0.8324
Total	4.5000e-004	3.0000e-004	3.2300e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8318	0.8318	2.0000e-005	0.0000	0.8324

4.0 Operational Detail - Mobile

Mecca Sports Park - Riverside-Salton Sea County, Annual

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0122	0.0996	0.1189	4.9000e-004	0.0340	3.6000e-004	0.0343	9.1000e-003	3.3000e-004	9.4300e-003	0.0000	45.3829	45.3829	2.9800e-003	0.0000	45.4574
Unmitigated	0.0122	0.0996	0.1189	4.9000e-004	0.0340	3.6000e-004	0.0343	9.1000e-003	3.3000e-004	9.4300e-003	0.0000	45.3829	45.3829	2.9800e-003	0.0000	45.4574

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	12.61	151.74	111.66	88,910	88,910
Total	12.61	151.74	111.66	88,910	88,910

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	12.50	4.20	5.40	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.542116	0.037578	0.185203	0.118503	0.016241	0.005141	0.017392	0.068695	0.001383	0.001183	0.004582	0.000945	0.001038

Mecca Sports Park - Riverside-Salton Sea County, Annual

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

[illegible]

Mecca Sports Park - Riverside-Salton Sea County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

[illegible]

Mitigated

[illegible]

Mecca Sports Park - Riverside-Salton Sea County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	2.90545e+009	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	2.90545e+009	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

Mecca Sports Park - Riverside-Salton Sea County, Annual

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

No Hearths Installed

Use Low VOC Cleaning Supplies

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.2000e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Unmitigated	5.2000e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004

Mecca Sports Park - Riverside-Salton Sea County, Annual

6.2 Area by SubCategory**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Total	5.2000e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	2.4600e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	2.7300e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004
Total	5.2000e-003	0.0000	6.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	1.2000e-004	1.2000e-004	0.0000	0.0000	1.3000e-004

7.0 Water Detail

Mecca Sports Park - Riverside-Salton Sea County, Annual

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Toilet

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

Mecca Sports Park - Riverside-Salton Sea County, Annual

7.2 Water by Land Use**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.94718	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 7.4624	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Mecca Sports Park - Riverside-Salton Sea County, Annual

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0810	4.7900e-003	0.0000	0.2007
Unmitigated	0.1157	6.8400e-003	0.0000	0.2867

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.57	0.1157	6.8400e-003	0.0000	0.2867
Total		0.1157	6.8400e-003	0.0000	0.2867

Mecca Sports Park - Riverside-Salton Sea County, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.399	0.0810	4.7900e-003	0.0000	0.2007
Total		0.0810	4.7900e-003	0.0000	0.2007

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Mecca Sports Park - Riverside-Salton Sea County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT			
Unmitigated	89.5800	0.0000	0.0000	89.5800

11.1 Vegetation Land Change**Vegetation Type**

	Initial/Final	Total CO2	CH4	N2O	CO2e
	Acres	MT			
Grassland	0 / 6	25.8600	0.0000	0.0000	25.8600
Total		25.8600	0.0000	0.0000	25.8600

Mecca Sports Park - Riverside-Salton Sea County, Annual

11.2 Net New Trees**Species Class**

	Number of Trees	Total CO2	CH4	N2O	CO2e
		MT			
Miscellaneous	90	63.7200	0.0000	0.0000	63.7200
Total		63.7200	0.0000	0.0000	63.7200

	LED bulbs	energy intensity	annual energy usage (kWh)		
Lighting Estimates	50	500	36500000		

Factors	kw/mg		
	low	high	project
water supply and conveyance	0	14000	7000
water tretment	100	16000	16000
water distribution	250	1200	1200
wastewater collection and treatment	700	4600	4600
wastewater discharge	0	400	400
total	1050	36200	29200

GHG Eletricity						
	gpd	gpy	MG/yr	kWh	MkWh	CO2E
lighting				36500	0.04	22.51
water	12,775.00	4,662,875.00	4.66	136,155.95	0.14	83.98
wastewater	4,460.00	1,627,900.00	1.63	47,534.68	0.05	29.32
total	17,235.00	6,290,775.00	6.29	183,690.63	0.18	135.81
Caleemod + construction						60
						195.81
				Metric Tons CO2E per Million kWh		
				616.780038		

2016 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2016			Carbon Monoxide ^{a)}			Ozone ^{b)}										Nitrogen Dioxide ^{c)}				Sulfur Dioxide ^{d)}																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
			No. Days of Data	Max Conc. in ppm 1-hour	Max Conc. in ppm 8-hour	No. Days of Data	Max. Conc. in ppm 1-hour	Max. Conc. in ppm 8-hour	Fourth High Conc. ppm 8-hour	Number of Days Standard Exceeded							No. Days of Data	Max Conc. in ppb 1-hour	98 th Percentile Conc. ppb 1-hour	Annual Average <u>AAM</u> Conc. ppb	No. Days of Data	Max. Conc. in ppb 1-hour	99 th Conc. ppb 1-hour																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
										Old Federal > 0.124 ppm 1-hour	Current Federal > 0.070 ppm 8-hour	2008 Federal > 0.075 ppm 8-hour	1997 Federal > 0.084 ppm 8-hour	Current State > 0.09 ppm 1-hour	Current State > 0.070 ppm 8-hour																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Source/Receptor Area	No.	Location	Station No.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

* Incomplete data.

** Salton Sea Air Basin

-- Pollutant not monitored

ppm – Parts Per Million parts of air, by volume

ppb – Parts Per Billion parts of air, by volume

AAM – Annual Arithmetic Mean

a) The federal and state 8-hour CO standards (9 ppm and 9.0 ppm) were not exceeded. The federal and state 1-hour CO standards (35 ppm and 20 ppm) were not exceeded, either.

b) The current (2015) O₃ federal standard was revised effective December 28, 2015.

c) The NO₂ federal 1-hour standard is 100 ppb and the annual standard is annual arithmetic mean NO₂ > 0.0534 ppm (53.4 ppb). The state 1-hour and annual standards are 0.18 ppm and 0.030 ppm.

d) The federal SO₂ 1-hour standard is 75 ppb (0.075 ppm). The state standards are 1-hour average SO₂ > 0.25 ppm (250 ppb) and 24-hour average SO₂ > 0.04 ppm (40 ppb).

Four near-road sites measuring one or more of the pollutants PM_{2.5}, CO and/or NO₂ are operating near the following freeways: I-5, I-10, CA-60 and I-710.

For information on the current standard levels and most recent revisions please refer to "Appendix II – Current Air Quality" of the "2016 AQMP" which can be accessed at <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4>. Maps showing the source/receptor area boundaries can be accessed via the Internet by entering your address in the AQMD Current Hourly Air Quality Map at <http://www2.aqmd.gov/webapp/gisaiq2/VEMap3D.aspx>. A printed map or copy of the AQMP Appendix II is also available free of charge from the AQMD Public Information Center at 1-800-CUT-SMOG.



**South Coast
Air Quality Management District**
21865 Copley Drive
Diamond Bar, CA 91765-4182
www.aqmd.gov

2016 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2016

2016			Suspended Particulates PM10 ^{e)}				Fine Particulates PM2.5 ^{g)}					Lead ⁱ⁾		PM10 Sulfate ^{j)}		
			No. Days of Data	Max. Conc. in µg/m ³ 24-hour	No. (%) Samples Exceeding Standards Federal > 150 µg/m ³ 24-hour	State > 50 µg/m ³ 24-hour	Annual. Average Conc. ^{h)} (AAM) µg/m ³	No. Days of Data	Max. Conc. in µg/m ³ 24-hour	98 th Percentile Conc. in µg/m ³ 24-hour	No. (%) Samples Exceeding Federal Std > 35 µg/m ³ 24-hour	Annual. Average Conc. ^{h)} (AAM) µg/m ³	Max. Monthly Average Conc. µg/m ³	Max. 3-Months Rolling Averages µg/m ³	No. Days of Data	Max. Conc. in µg/m ³ 24-hour
Source/Receptor Area No. Location			Station No.													
LOS ANGELES COUNTY																
1	Central LA	087	277*	67	0	18(6%)	32.4	357	44.39	27.3	2(0.6%)	11.83	0.016	0.01	58	5.8
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Southwest Coastal LA County	820	60	43	0	0(0%)	21.6	--	--	--	--	--	0.006	0.01	58	6.2
4	South Coastal LA County 1	072	--	--	--	--	--	356	29.37	23.56	0	10.36	--	--	--	--
4	South Coastal LA County 2	077	60	56	0	3(5%)	27.8	350	28.93	22.05	0	9.62	0.008	0.01	59	6.3
4	South Coastal LA County 3	033	59	75	0	8(14%)	31.9	--	--	--	--	--	--	--	57	7.4
4	I-710 Near Road ^{##}	032	--	--	--	--	--	352	33.31	26.09	0	12.03	--	--	--	--
6	West San Fernando Valley	074	--	--	--	--	--	113	30.05	24.59	0	9.23	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	119	29.21	25.38	0	9.59	--	--	--	--
9	East San Gabriel Valley 1	060	60	74	0	12(20%)	33.7	122	32.17	29.01	0	10.15	--	--	58	9.5 [#]
9	East San Gabriel Valley 2	591	362	74	0	21(6%)	29.8	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	----	----	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	120	46.59	25.13	2(1.7%)	11.75	0.011	0.01	--	--
12	South Central LA County	112	--	--	--	--	--	115	36.35	26.35	1(0.9%)	11.13	0.016	0.01	--	--
13	Santa Clarita Valley	090	60	96	0	1(2%)	23.4	--	--	--	--	--	--	--	59	4.1
ORANGE COUNTY																
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	353	74	0	3(1%)	24.4	349	44.45	24.02	1(0.3%)	9.47	--	--	59	5.3 [#]
17	I-5 Near Road ^{##}	3131	--	--	--	--	--	--	--	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	59	59	0	1(2%)	21.0	117	24.79	13.41	0	7.36	--	--	58	3.7
RIVERSIDE COUNTY																
22	Corona/Norco Area	4155	51*	62	0	7(14%)	31.7	--	--	--	--	--	--	--	50	8.2 [#]
23	Metropolitan Riverside County 1	4144	302*	82	0	58(19%)	36.9	357 ⁺	39.12	31.65	4(1.1%)	12.54	0.007	0.01	114	15.2 [#]
23	Metropolitan Riverside County 3	4165	356 ⁺	116	0	175(49%)	49.0	352 ⁺	45.64	35.14	6(1.7%)	14.02	--	--	118	13.6 [#]
24	Perris Valley	4149	57	76	0	5(9%)	32.2	--	--	--	--	--	--	--	55	6.0 [#]
25	Elsinore Valley	4158	366	99	0	4(1%)	21.4	--	--	--	--	--	--	--	--	--
26	Temecula Valley	4031	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	San Gorgonio Pass	4164	57	65	0	3(5%)	24.0	--	--	--	--	--	--	--	56	4.0 [#]
30	Coachella Valley 1**	4137	355 ⁺	113	0	6(2%)	20.8	112	14.71	12.43	0	5.53	--	--	51	3.9
30	Coachella Valley 2**	4157	313 ⁺⁺	137	0	56(18%)	36.9	115	25.84	15.04	0	7.74	--	--	113	4.1
30	Coachella Valley 3**	4032	272 ⁺⁺	150	0	76(28%)	43.0	--	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																
32	Northwest San Bernardino Valley	5175	363	72	0	5(1%)	25.0	--	--	--	--	--	0.007	0.01	--	--
33	I-10 Near Road ^{##}	5035	--	--	--	--	--	--	--	--	--	--	--	--	--	--
33	CA-60 Near Road ^{##}	5036	--	--	--	--	--	347 ⁺⁺	44.14	33.02	6(1.7%)	14.73	--	--	--	--
34	Central San Bernardino Valley 1	5197	61	94	0	15(25%)	38.1	111 ⁺	30.45	26.25	0	12.04	--	--	59	17.1 [#]
34	Central San Bernardino Valley 2	5203	333 [*]	91	0	33(10%)	33.1	113 ⁺	32.54	27.12	0	10.84	0.010	0.01	55	16.6 [#]
35	East San Bernardino Valley	5204	56	72	0	4(7%)	27.8	--	--	--	--	--	--	--	56	12.1 [#]
37	Central San Bernardino Mountains	5181	61	46	0	0(0%)	17.1	--	--	--	--	--	--	--	59	3.9 [#]
38	East San Bernardino Mountains	5818	--	--	--	--	--	55	28.42	22.14	0	6.83	--	--	--	--
DISTRICT MAXIMUM				150 ⁺	0 ⁺	175 ⁺	49.0 ⁺	46.6 ⁺		35.1 ⁺	6 ⁺	14.73 ⁺	0.016 ⁺⁺	0.01 ⁺⁺	17.1 [#]	
SOUTH COAST AIR BASIN				116 ⁺	0 ⁺	181 ⁺	49.0 ⁺	46.6 ⁺		35.1 ⁺	9 ⁺	14.73 ⁺	0.016 ⁺⁺	0.01 ⁺⁺	17.1 [#]	

* Incomplete data due to the site improvement.

** Salton Sea Air Basin

µg/m³ – Micrograms per cubic meter of air

AAM – Annual Arithmetic Mean

-- Pollutant not monitored

e) PM10 statistics listed above are based on combined Federal Reference Method (FRM) and Federal Equivalent Method (FEM) data.

f) State annual average (AAM) PM10 standard is > 20 µg/m³. Federal annual PM10 standard (AAM > 50 µg/m³) was revoked in 2006.

g) PM2.5 statistics listed above are for the FRM data only. FEM PM2.5 continuous monitoring instruments were operated at some of the above locations for real-time alerts and forecasting only.

h) Both Federal and State standards are annual average (AAM) > 12.0 µg/m³.

i) Federal lead standard is 3-months rolling average > 0.15 µg/m³; state standard is monthly average ≥ 1.5 µg/m³. Lead standards were not exceeded.

j) State sulfate standard is 24-hour ≥ 25 µg/m³. There is no federal standard for sulfate. Sulfate data is not available at this time.

+ High PM10 (≥ 155 µg/m³) data recorded in Coachella Valley (due to high winds) and the Basin (due to Independence Day fireworks) are excluded in accordance with the U.S. EPA Exceptional Event Rule.

++ Higher lead concentrations were recorded at near-source monitoring sites immediately downwind of stationary lead sources. Maximum monthly and 3-month rolling averages recorded were 0.088 µg/m³ and 0.06 µg/m³, respectively.

These max concentrations were recorded on July 5 and the higher values may be related to the Independence Day firework activities. No location exceeded the state standard.

Four near-road sites measuring one or more of the pollutants PM2.5, CO and/or NO2 are operating near the following freeways: I-5, I-10, CA-60 and I-710.

2017 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2017

2017			Carbon Monoxide ^{a)}			Ozone ^{b)}									Nitrogen Dioxide ^{c)}				Sulfur Dioxide ^{d)}			
			No. Days of Data Max Conc. in ppm Max Conc. in ppm			No. Days Standard Exceeded									No. Days of Data Max Conc. in ppb 98 th Percentile Conc. ppb Annual Average AAM Conc. ppm				No. Days of Data Max. Conc. in ppm 99 th Percentile Conc. ppb			
						No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	Fourth High Conc. ppm	Old Federal > 0.124 ppm	Current Federal > 0.070 ppm	2008 Federal > 0.075 ppm	1997 Federal > 0.084 ppm	Current State > 0.09 ppm								Current State > 0.070 ppm
Source/Receptor Area	Station No.	No. Location	No. Days of Data	Max Conc. in ppm	Max Conc. in ppm	No. Days of Data	Max. Conc. in ppm	Max. Conc. in ppm	Fourth High Conc. ppm	Old Federal > 0.124 ppm	Current Federal > 0.070 ppm	2008 Federal > 0.075 ppm	1997 Federal > 0.084 ppm	Current State > 0.09 ppm	Current State > 0.070 ppm	No. Days of Data	Max Conc. in ppb	98 th Percentile Conc. ppb	Annual Average AAM Conc. ppm	No. Days of Data	Max. Conc. in ppm	99 th Percentile Conc. ppb
LOS ANGELES COUNTY																						
1	Central LA	087	365	1.9	1.6	364	0.116	0.086	0.080	0	14	9	2	6	14	364	80.6	61.7	20.5	356	5.7	2.6
2	Northwest Coastal LA County	091	227*	2.0	1.2	228*	0.099	0.077	0.069	0	3	1	0	1	3	229*	55.7	46.2	10.2	--	--	--
3	Southwest Coastal LA County	820	361	2.1	1.6	364	0.086	0.070	0.064	0	0	0	0	0	0	324	72.2	54.8	9.3	365	9.5	6.6
4	South Coastal LA County 1	072	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	South Coastal LA County 3	033	357	3.9	2.6	362	0.082	0.068	0.062	0	0	0	0	0	0	358	89.5	72.9	17.9	361	19.7	14.3
4	I-710 Near Road##	032	--	--	--	--	--	--	--	--	--	--	--	--	--	364	115.5	82.5	25.4	--	--	--
6	West San Fernando Valley	074	365	3.0	2.5	365	0.140	0.114	0.095	4	64	44	15	26	64	337	62.5	54.2	12.9	--	--	--
8	West San Gabriel Valley	088	365	2.2	1.7	365	0.139	0.100	0.092	2	36	25	6	18	36	361	72.3	59.3	15.3	--	--	--
9	East San Gabriel Valley 1	060	365	1.8	0.9	365	0.152	0.114	0.107	7	62	43	21	38	62	365	65.6	51.1	15.8	--	--	--
9	East San Gabriel Valley 2	591	365	0.8	0.6	365	0.157	0.121	0.111	9	60	48	23	45	60	365	55.5	44.5	10.0	--	--	--
10	Pomona/Walnut Valley	075	365	2.0	1.6	360	0.147	0.114	0.106	5	35	20	11	18	35	360	81.2	62.9	20.5	--	--	--
11	South San Gabriel Valley	085	357	2.5	2.2	354	0.118	0.086	0.079	0	9	4	1	7	9	357	75.0	63.7	19.6	--	--	--
12	South Central LA County	112	365	6.1	4.6	352	0.092	0.076	0.072	0	5	1	0	0	5	365	99.1	66.8	16.1	--	--	--
13	Santa Clarita Valley	090	354	1.3	0.8	365	0.151	0.128	0.104	5	73	53	31	45	73	354	57.6	38.3	10.5	--	--	--
ORANGE COUNTY																						
16	North Orange County	3177	365	3.8	1.7	357	0.113	0.086	0.082	0	12	8	1	5	12	365	76.2	61.3	14.5	--	--	--
17	Central Orange County	3176	365	2.5	2.1	365	0.090	0.076	0.073	0	4	2	0	0	4	353	81.2	63.5	14.2	--	--	--
17	I-5 Near Road##	3131	364	8.4	2.6	--	--	--	--	--	--	--	--	--	--	365	86.4	64.1	22.5	--	--	--
18	North Coastal Orange County	3195	181*	1.7	1.4	181*	0.088	0.080	0.073	0	4	1	0	0	4	181*	45.3	42.2	7.9	181*	1.9	1.7
19	Saddleback Valley	3812	340	1.4	0.9	365	0.103	0.083	0.082	0	25	14	0	3	25	--	--	--	--	--	--	--
RIVERSIDE COUNTY																						
22	Corona/Norco Area	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	365	1.9	1.7	365	0.145	0.118	0.102	2	81	58	32	47	81	365	63.0	57.9	15.0	365	2.5	1.9
23	Metropolitan Riverside County 3	4165	365	2.2	2.0	362	0.144	0.111	0.102	2	64	48	21	41	64	365	65.1	51.9	13.2	--	--	--
24	Perris Valley	4149	--	--	--	365	0.120	0.105	0.094	0	80	52	22	33	80	--	--	--	--	--	--	--
25	Lake Elsinore	4158	365	1.2	0.8	365	0.121	0.098	0.093	0	54	35	15	23	54	365	49.0	38.3	8.2	--	--	--
26	Temecula Valley	4031	--	--	--	365	0.104	0.088	0.086	0	47	26	6	4	47	--	--	--	--	--	--	--
29	San Gorgonio Pass	4164	--	--	--	365	0.128	0.105	0.101	2	82	64	32	50	82	359	56.3	46.0	8.0	--	--	--
30	Coachella Valley 1**	4137	365	1.0	0.5	365	0.113	0.097	0.093	0	57	36	13	18	57	362	42.5	37.7	6.5	--	--	--
30	Coachella Valley 2**	4157	--	--	--	365	0.107	0.093	0.087	0	44	27	8	8	44	--	--	--	--	--	--	--
30	Coachella Valley 3**	4032	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																						
32	Northwest San Bernardino Valley	5175	365	1.9	1.4	365	0.150	0.127	0.112	9	87	72	42	66	87	365	64.1	48.7	15.3	--	--	--
33	I-10 Near Road##	5035	359	4.2	1.3	--	--	--	--	--	--	--	--	--	--	362	86.0	77.3	28.8	--	--	--
33	CA-60 Near Road##	5036	--	--	--	--	--	--	--	--	--	--	--	--	--	358	93.2	76.3	32.1	--	--	--
34	Central San Bernardino Valley 1	5197	365	1.6	1.3	361	0.137	0.118	0.095	2	49	38	16	33	49	345	69.2	58.4	18.3	365	3.9	2.1
34	Central San Bernardino Valley 2	5203	357	2.5	2.3	365	0.158	0.136	0.114	14	112	88	57	81	112	365	65.8	56.5	15.9	--	--	--
35	East San Bernardino Valley	5204	--	--	--	363	0.156	0.135	0.109	9	114	89	60	79	114	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	359	0.146	0.121	0.114	11	110	90	63	76	110	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
99	DISTRICT MAXIMUM			8.4	4.6		0.158	0.136	0.114	14	114	90	63	81	114		115.5	82.5	32.1		19.7	14.3
99	SOUTH COAST AIR BASIN			8.4	4.6		0.158	0.136	0.114	26	145	122	82	109	145		115.5	82.5	32.1		19.7	14.3

* Incomplete data ** Salton Sea Air Basin -- Pollutant not monitored ppm - Parts Per Million parts of air, by volume ppb - Parts Per Billion parts of air, by volume
AAM = Annual Arithmetic Mean ## Four near-road sites measuring one or more of the pollutants PM_{2.5}, CO and/or NO₂ are operating near freeways: I-5, I-10, I-710 and CA-60.

a) - The federal and state 8-hour standards (9 ppm and 9.0 ppm) were not exceeded. The federal and state 1-hour CO standards (35 ppm and 20 ppm) were not exceeded either.

b) - The current (2015) O₃ federal standard was revised effective December 28, 2015.

c) - The NO₂ federal 1-hour standard is 100 ppb and the annual standard is annual arithmetic mean NO₂ > 0.0534 ppm (53.4 ppb). The state 1-hour and annual standards are 0.18 ppm and 0.030 ppm.

d) - The federal SO₂ 1-hour standard is 75 ppb (0.075 ppm). The state standards are 1-hour average SO₂ > 0.25 ppm (250 ppb) and 24-hour average SO₂ > 0.04 ppm (40 ppb).



South Coast
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For information on the current standard levels and most recent revisions please refer to "Appendix II – Current Air Quality" of the "2016 AQMP" which can be accessed at <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/appendix-ii.pdf?sfvrsn=4>. Maps showing the source/receptor area boundaries can be accessed via the Internet by entering your address in the AQMD [Current Hourly Air Quality Map](#), at <http://www.aqmd.gov/aqimap>. A printed map or copy of the AQMP Appendix II is also available free of charge from the AQMD Public Information Center at 1-800-CUT-SMOG.

2017 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

<div>2017</div> <div>Source/Receptor Area No. Location</div> <div>Station No.</div>			Suspended Particulates PM10 ^{e)}				Fine Particulates PM2.5 ^{g)}					Lead ⁱ⁾		PM10 Sulfate ^{j)}		
			No. Days of Data	Max. Conc. in µg/m ³ 24-hour	No. (%) Samples Exceeding Standards Federal > 150 µg/m ³ State > 50 µg/m ³ 24-hour	Annual. Average Conc. ^{h)} (AAM) µg/m ³	No. Days of Data	Max. Conc. in µg/m ³ 24-hour	98 th Percentile Conc. in µg/m ³ 24-hour	No (%) Samples Exceeding Federal Std > 35 µg/m ³ 24-hour	Annual. Average Conc. ^{h)} (AAM) µg/m ³	Max. Monthly Average Conc. µg/m ³	Max. 3-Months Rolling Averages µg/m ³	No. Days of Data	Max. Conc. in µg/m ³ 24-hour	
LOS ANGELES COUNTY																
1	Central LA ⁺	087	340	96	0	41 (12%)	34.4	358	49.20	27.80	5 (1.4%)	11.94	0.017	0.01	58	5.1
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Southwest Coastal LA County	820	57	46	0	0	19.8	--	--	--	--	--	0.005	0.00	57	5.2
4	South Coastal LA County 1	072	--	--	--	--	--	348	55.30	32.30	4 (1.1%)	10.90	--	--	--	--
4	South Coastal LA County 2	077	34 ⁺	70	0	2 (6%)	27.3	356	56.30	31.10	5 (1.4%)	11.02	0.010	0.01	34	3.1
4	South Coastal LA County 3	033	57	79	0	9 (16%)	33.3	--	--	--	--	--	--	--	45	3.8
4	I-710 Near Road ^{##}	032	--	--	--	--	--	365	85.40	35.60	8 (2.2%)	12.90	--	--	--	--
6	West San Fernando Valley	074	--	--	--	--	--	109	35.20	20.70	0	9.70	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	121	22.80	18.80	0	9.68	--	--	--	--
9	East San Gabriel Valley 1	060	55	83	0	6 (11%)	31.4	115	24.90	21.20	0	10.42	0.018	0.01	55	3.9
9	East San Gabriel Valley 2	591	347	140	0	36 (10%)	31.7	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	119	49.50	29.50	1 (0.8%)	12.23	0.010	0.01	--	--
12	South Central LA County ⁺	112	--	--	--	--	--	119	66.70	41.30	4 (3.4%)	12.92	0.016	0.01	--	--
13	Santa Clarita Valley	090	54 ⁺	66	0	2 (4%)	23.6	--	--	--	--	--	--	--	53	4.5
ORANGE COUNTY																
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County ⁺	3176	332	128	0	17 (5%)	26.3	305 ⁺	53.90	31.20	6 (2%)	11.39	--	--	58	3.3
17	I-5 Near Road ^{##}	3131	--	--	--	--	--	--	--	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	57	58	0	1 (2%)	18.4	113	19.50	15.00	0	8.11	--	--	57	3.0
RIVERSIDE COUNTY																
22	Norco/Corona	4155	56	85	0	7 (13%)	31.2	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	366	138	0	103 (28%)	41.6	353	50.30	29.50	6 (1.7%)	12.18	0.008	0.01	119	4.0
23	Metropolitan Riverside County 3 ⁺	4165	359	144	0	194 (54%)	54.4	358	62.20	39.80	9 (2.5%)	13.40	--	--	58	3.3
24	Perris Valley	4149	59	75	0	11 (19%)	32.2	--	--	--	--	--	--	--	59	3.0
25	Lake Elsinore	4158	364	133	0	9 (2%)	22.5	--	--	--	--	--	--	--	--	--
26	Temecula Valley	4031	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	San Geronio Pass	4164	59	97	0	1 (2%)	22.4	--	--	--	--	--	--	--	59	2.8
30	Coachella Valley 1 ^{**}	4137	363	93	0	7 (2%)	21.0	114	14.50	12.80	0	6.05	--	--	56	2.8
30	Coachella Valley 2 ^{**}	4157	363	128	0	43 (12%)	34.0	110	18.80	14.70	0	8.10	--	--	118	3.4
30	Coachella Valley 3 ^{**+}	4032	317	150	0	76 (24%)	42.0	--	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																
32	Northwest San Bernardino Valley	5175	320	106	0	26 (8%)	31.5	--	--	--	--	--	0.004	0.00	--	--
33	I-10 Near Road ^{##}	5035	--	--	--	--	--	--	--	--	--	--	--	--	--	--
33	CA-60 Near Road ^{##+}	5036	--	--	--	--	--	359	44.80	34.50	7 (1.9%)	14.43	--	--	--	--
34	Central San Bernardino Valley 1	5197	43 ⁺	75	0	7 (16%)	39.3	120	39.20	26.50	1 (0.8%)	12.04	--	--	43	3.7
34	Central San Bernardino Valley 2 ⁺	5203	356	86	0	35 (10%)	30.9	116	38.20	25.60	1 (0.9%)	11.43	0.010	0.01	59	3.6
35	East San Bernardino Valley	5204	59	77	0	2 (3%)	25.8	--	--	--	--	--	--	--	59	3.2
37	Central San Bernardino Mountains	5181	55	56	0	2 (4%)	17.6	--	--	--	--	--	--	--	55	2.4
38	East San Bernardino Mountains	5818	--	--	--	--	--	49	23.50	23.50	0	5.85	--	--	--	--
DISTRICT MAXIMUM				150	0	194	54.4		85.40	41.3	9	14.43	0.018	0.01		5.2
SOUTH COAST AIR BASIN				144	0	207	54.4		85.40	41.3	15	14.43	0.018	0.01		5.2

* Incomplete data

** Salton Sea Air Basin

µg/m³ - Micrograms per cubic meter of air

AAM = Annual Arithmetic Mean

-- - Pollutant not monitored

Four near-road sites measuring one or more of the pollutants PM2.5, CO and/or NO2 are operating near the following freeways: I-5, I-10, I-710 and CA-60.

+ High PM10 (≥ 155 µg/m³) data recorded in Coachella Valley (due to high winds) and the Basin (due to Independence Day fireworks and high winds) as well as high PM2.5 (>35 µg/m³) due to New Year's Eve and Independence Day fireworks are excluded in accordance with the U.S. EPA Exceptional Event Rule.

e) - PM10 statistics listed above are based on combined Federal Reference Method (FRM) and Federal Equivalent Method (FEM) data.

f) - State annual average (AAM) PM10 standard is > 20 µg/m³. Federal annual PM10 standard (AAM > 50 µg/m³) was revoked in 2006.

g) - PM2.5 statistics listed above are for the FRM data only. FEM PM2.5 continuous monitoring instruments were operated at some of the above locations for real-time alerts and forecasting only.

h) - Both Federal and State standards are annual average (AAM) > 12.0 µg/m³.

i) - Federal lead standard is 3-months rolling average > 0.15 µg/m³; state standard is monthly average ≥ 1.5 µg/m³. Lead standards were not exceeded.

j) - State sulfate standard is 24-hour ≥ 25 µg/m³. There is no federal standard for sulfate. Sulfate data is not available at this time.



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2018 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

2018

2018			Carbon Monoxide a)			Ozone b)										Nitrogen Dioxide c)				Sulfur Dioxide d)		
			No. Days of Data	Max Conc. in ppm 1-hour	Max Conc. in ppm 8-hour	No. Days of Data	Max. Conc. in ppm 1-hour	Max. Conc. in ppm 8-hour	Fourth High Conc. ppm 8-hour	No. Days Standard Exceeded						No. Days of Data	Max Conc. in ppb 1-hour	98 th Percentile Conc. ppb 1-hour	Annual Average AAM Conc. ppb	No. Days of Data	Max. Conc. in ppb 1-hour	99 th Percentile Conc. ppb 1-hour
										Old Federal > 0.124 ppm 1-hour	Current Federal > 0.070 ppm 8-hour	2008 Federal > 0.075 ppm 8-hour	1997 Federal > 0.084 ppm 8-hour	Current State > 0.09 ppm 1-hour	Current State > 0.070 ppm 8-hour							
Source/Receptor Area No.	Location	Station No.																				
LOS ANGELES COUNTY																						
1	Central LA	087	365	2.0	1.7	359	0.098	0.073	0.071	0	4	0	0	2	4	365	70.1	57.2	18.5	358	17.9	2.8
2	Northwest Coastal LA County	091	359	1.6	1.3	364	0.094	0.073	0.068	0	2	0	0	0	2	242	64.7	46.1	12.6	--	--	--
3	Southwest Coastal LA County	820	342	1.8	1.5	365	0.074	0.065	0.060	0	0	0	0	0	0	338	59.6	49.8	9.2	365	11.5	5.3
4	South Coastal LA County 1	072	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	South Coastal LA County 2	077	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	South Coastal LA County 3	033	364	4.7	2.1	363	0.074	0.063	0.053	0	0	0	0	0	0	359	85.3	62.7	17.3	365	10.5	9.4
4	I-710 Near Road##	032	--	--	--	--	--	--	--	--	--	--	--	--	--	355	90.3	79.1	22.3	--	--	--
6	West San Fernando Valley	074	359	3.4	2.1	362	0.120	0.101	0.094	0	49	23	12	14	49	365	57.2	50.1	12.1	--	--	--
8	West San Gabriel Valley	088	365	2.0	1.4	365	0.112	0.090	0.085	0	19	8	4	8	19	364	68.2	54.4	14.4	--	--	--
9	East San Gabriel Valley 1	060	365	1.4	1.0	364	0.139	0.099	0.097	3	42	23	10	24	42	363	70.8	56.8	14.9	--	--	--
9	East San Gabriel Valley 2	591	365	1.0	0.8	365	0.140	0.104	0.102	5	46	27	10	32	46	349	55.2	44.2	9.7	--	--	--
10	Pomona/Walnut Valley	075	365	2.1	1.8	362	0.112	0.092	0.081	0	10	8	3	7	10	365	67.9	60.4	19.4	--	--	--
11	South San Gabriel Valley	085	344	2.0	1.8	352	0.115	0.082	0.074	0	5	2	0	3	5	356	76.8	59.7	18.3	--	--	--
12	South Central LA County	112	357	4.7	3.5	365	0.075	0.063	0.058	0	0	0	0	0	0	335	68.3	55.6	15.0	--	--	--
13	Santa Clarita Valley	090	365	1.0	0.8	365	0.132	0.106	0.097	3	52	36	12	21	52	365	58.9	37.9	10.9	--	--	--
ORANGE COUNTY																						
16	North Orange County	3177	365	3.0	1.4	365	0.111	0.077	0.071	0	4	3	0	3	4	365	67.1	50.4	13.0	--	--	--
17	Central Orange County	3176	358	2.3	1.9	365	0.112	0.071	0.065	0	1	0	0	1	1	365	66.0	54.5	13.7	--	--	--
17	I-5 Near Road##	3131	320	2.7	2.2	--	--	--	--	--	--	--	--	--	--	348	61.7	55.8	20.8	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	300	1.2	0.9	365	0.121	0.088	0.074	0	9	2	2	2	9	--	--	--	--	--	--	--
RIVERSIDE COUNTY																						
22	Corona/Norco Area	4155	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	365	2.2	2.0	365	0.123	0.101	0.096	0	53	34	14	22	53	364	55.4	50.5	14.3	360	1.7	1.6
23	Metropolitan Riverside County 3	4165	358	2.6	2.4	355	0.129	0.107	0.097	1	57	32	12	21	57	358	54.5	50.4	13.7	--	--	--
24	Perris Valley	4149	--	--	--	365	0.117	0.103	0.095	0	67	47	19	31	67	--	--	--	--	--	--	--
25	Lake Elsinore	4158	361	1.1	0.8	365	0.116	0.095	0.089	0	30	26	7	16	30	359	41.3	36.4	8.5	--	--	--
26	Temecula Valley	4031	--	--	--	363	0.107	0.085	0.077	0	15	5	1	2	15	--	--	--	--	--	--	--
29	San Gorgonio Pass	4164	--	--	--	363	0.119	0.106	0.100	0	69	43	22	33	69	344	50.6	46.5	8.5	--	--	--
30	Coachella Valley 1**	4137	349	1.1	0.8	362	0.111	0.099	0.093	0	56	22	10	11	56	364	42.6	35.4	6.8	--	--	--
30	Coachella Valley 2**	4157	--	--	--	359	0.106	0.091	0.089	0	49	28	8	4	49	--	--	--	--	--	--	--
30	Coachella Valley 3**	4032	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																						
32	Northwest San Bernardino Valley	5175	365	1.7	1.2	363	0.133	0.111	0.106	6	52	32	14	25	52	355	58.7	48.9	14.7	--	--	--
33	I-10 Near Road##	5035	339	1.6	1.3	--	--	--	--	--	--	--	--	--	--	339	88.3	67.7	27.2	--	--	--
33	CA-60 Near Road##	5036	--	--	--	--	--	--	--	--	--	--	--	--	--	357	79.4	71.3	30.4	--	--	--
34	Central San Bernardino Valley 1	5197	365	1.9	1.1	365	0.141	0.111	0.106	7	69	47	18	38	69	365	63.0	55.9	18.3	362	2.9	2.5
34	Central San Bernardino Valley 2	5203	362	2.7	2.5	362	0.138	0.116	0.107	7	102	71	33	63	102	362	57.3	49.9	15.8	--	--	--
35	East San Bernardino Valley	5204	--	--	--	365	0.136	0.114	0.111	4	94	66	26	53	94	--	--	--	--	--	--	--
37	Central San Bernardino Mountains	5181	--	--	--	362	0.142	0.125	0.105	3	113	91	46	57	113	--	--	--	--	--	--	--
38	East San Bernardino Mountains	5818	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
DISTRICT MAXIMUM				4.7	3.5		0.142	0.125	0.111	7	113	91	46	63	113		90.3	79.1	30.4		17.9	9.4
SOUTH COAST AIR BASIN				4.7	3.5		0.142	0.125	0.111	10	141	108	59	84	141		90.3	79.1	30.4		17.9	9.4

** Salton Sea Air Basin -- Pollutant not monitored ppm - Parts Per Million parts of air, by volume ppb - Parts Per Billion parts of air, by volume
AAM = Annual Arithmetic Mean ## Four near-road sites measuring one or more of the pollutants PM_{2.5}, CO and/or NO₂ are operating near freeways: I-5, I-10, I-710 and CA-60.

- a) - The federal and state 8-hour CO standards (9 ppm and 9.0 ppm) and the federal and state 1-hour CO standards (35 ppm and 20 ppm) were not exceeded.
b) - The current (2015) O₃ federal standard was revised effective December 28, 2015.
c) - The NO₂ federal 1-hour standard is 100 ppb and the federal annual standard is 53.4 ppb. The state 1-hour and annual standards are 0.18 ppm and 0.030 ppm, respectively.
d) - The federal SO₂ 1-hour standard is 75 ppb (0.075 ppm). The state 1-hour SO standard is 0.25 ppm (250 ppb) and the state 24-hour SO₂ standard is 0.04 ppm (40 ppb).



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2018 AIR QUALITY SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

<div>2018</div> <div>Source/Receptor Area No. Location</div> <div>Station No.</div>			Suspended Particulates PM10 ^{e)} +					Fine Particulates PM2.5 ^{g)} #					Lead ⁱ⁾ ++		PM10 Sulfate ^{j)}	
			No. Days of Data	Max. Conc. in µg/m ³ 24-hour	No. (%) Samples Exceeding Standards Federal State > 150 µg/m ³ > 50 µg/m ³		Annual. Average Conc. ^{f)} (AAM) µg/m ³	No. Days of Data	Max. Conc. in µg/m ³ 24-hour	98 th Percentile Conc. in µg/m ³ 24-hour	No (%) Samples Exceeding Federal Std. > 35 µg/m ³	Annual. Average Conc. ^{h)} (AAM) µg/m ³	Max. Monthly Average Conc. µg/m ³	Max. 3-Months Rolling Averages µg/m ³	No. Days of Data	Max. Conc. in µg/m ³ 24-hour
LOS ANGELES COUNTY																
1	Central LA	087	363	81	0	31 (9%)	34.1	344	43.80	30.50	3 (0.9%)	12.58	0.011	0.011	53	4.5
2	Northwest Coastal LA County	091	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	Southwest Coastal LA County	820	48	45	0	0	20.5	--	--	--	--	--	0.005	0.004	48	5.2
4	South Coastal LA County 1	072	--	--	--	--	--	342	46.40	29.80	2 (0.6%)	10.99	--	--	--	--
4	South Coastal LA County 2	077	58	55	0	1 (2%)	23.9	330	47.10	27.70	2 (0.6%)	11.15	0.006	0.007	58	4.0
4	South Coastal LA County 3	033	57	84	0	4 (7%)	32.3	--	--	--	--	--	--	--	57	5.0
4	I-710 Near Road##	032	--	--	--	--	--	359	46.10	31.90	4 (1.1%)	12.75	--	--	--	--
6	West San Fernando Valley	074	--	--	--	--	--	106	31.00	22.60	0	10.32	--	--	--	--
8	West San Gabriel Valley	088	--	--	--	--	--	121	32.50	29.50	0	10.28	--	--	--	--
9	East San Gabriel Valley 1	060	60	78	0	10 (17%)	32.2	119	30.20	25.90	0	10.35	--	--	60	4.0
9	East San Gabriel Valley 2	591	317	101	0	20 (6%)	27.1	--	--	--	--	--	--	--	--	--
10	Pomona/Walnut Valley	075	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	South San Gabriel Valley	085	--	--	--	--	--	113	35.40	28.10	0	12.31	0.009	0.009	--	--
12	South Central LA County	112	--	--	--	--	--	117	43.00	34.20	1 (0.9%)	12.96	0.009	0.011	--	--
13	Santa Clarita Valley	090	54	49	0	0	23.4	--	--	--	--	--	--	--	54	3.5
ORANGE COUNTY																
16	North Orange County	3177	--	--	--	--	--	--	--	--	--	--	--	--	--	--
17	Central Orange County	3176	320	129	0	13 (4%)	27.2	353	54.10	28.90	3 (0.8%)	11.02	--	--	61	4.1
17	I-5 Near Road##	3131	--	--	--	--	--	--	--	--	--	--	--	--	--	--
18	North Coastal Orange County	3195	--	--	--	--	--	--	--	--	--	--	--	--	--	--
19	Saddleback Valley	3812	59	55	0	1 (2%)	19.0	107	20.80	18.50	0	8.31	--	--	59	4.0
RIVERSIDE COUNTY																
22	Corona/Norco Area	4155	58	100	0	3 (5%)	30.2	--	--	--	--	--	--	--	--	--
23	Metropolitan Riverside County 1	4144	356	126	0	132 (37%)	44.0	354	50.70	26.30	2 (0.6%)	12.41	0.009	0.007	117	4.1
23	Metropolitan Riverside County 3	4165	354	148	0	168 (47%)	49.4	349	64.80	32.80	4 (1.1%)	13.87	--	--	59	3.5
24	Perris Valley	4149	60	64	0	3 (5%)	29.7	--	--	--	--	--	--	--	60	3.2
25	Elsinore Valley	4158	342	104	0	9 (3%)	22.4	--	--	--	--	--	--	--	--	--
26	Temecula Valley	4031	--	--	--	--	--	--	--	--	--	--	--	--	--	--
29	San Gorgonio Pass	4164	61	39	0	0	19.4	--	--	--	--	--	--	--	61	2.9
30	Coachella Valley 1**	4137	359	117	0	7 (2%)	21.0	122	30.20	14.30	0	6.02	--	--	61	2.7
30	Coachella Valley 2**	4157	353	146	0	43 (12%)	33.2	122	28.70	17.00	0	8.32	--	--	118	3.7
30	Coachella Valley 3**	4032	352	274	2 (1%)	63 (18%)	38.8	--	--	--	--	--	--	--	--	--
SAN BERNARDINO COUNTY																
32	Northwest San Bernardino Valley	5175	322	73	0	14 (4%)	32.3	--	--	--	--	--	--	--	--	--
33	I-10 Near Road##	5035	--	--	--	--	--	--	--	--	--	--	--	--	--	--
33	CA-60 Near Road##	5036	--	--	--	--	--	357	47.90	30.40	5 (1.4%)	14.31	--	--	--	--
34	Central San Bernardino Valley 1	5197	56	64	0	9 (16%)	34.1	110	29.20	26.80	0	11.13	--	--	56	3.9
34	Central San Bernardino Valley 2	5203	355	129	0	25 (7%)	30.2	114	30.10	22.90	0	11.17	0.008	0.008	58	3.8
35	East San Bernardino Valley	5204	59	74	0	2 (3%)	25.9	--	--	--	--	--	--	--	59	3.6
37	Central San Bernardino Mountains	5181	59	78	0	1 (2%)	19.5	--	--	--	--	--	--	--	59	2.4
38	East San Bernardino Mountains	5818	--	--	--	--	--	54	17.30	16.00	0	6.80	--	--	--	--
DISTRICT MAXIMUM				148	0	168	49.4		64.8	34.2	5	14.31	0.011	0.011		5.2
SOUTH COAST AIR BASIN				148	0	185	49.4		64.8	34.2	11	14.31	0.011	0.011		5.2

** Salton Sea Air Basin µg/m³ – Micrograms per cubic meter of air AAM – Annual Arithmetic Mean -- Pollutant not monitored

+ High PM10 (≥ 155 µg/m³) data recorded in the Coachella Valley and the Basin attributed to high winds are excluded because they likely meet the exclusion criteria specified in the U.S. EPA Exceptional Event Rule. Exceptional event demonstrations will be submitted to U.S. EPA for events that have regulatory significance.

PM2.5 concentrations above the 24-hour standard attributed to wildfire smoke and fireworks are excluded because they likely meet the exclusion criteria specified in the U.S. EPA Exceptional Event Rule. Exceptional event demonstrations will be submitted to U.S. EPA for events that have regulatory significance.

++ Higher lead concentrations were recorded at near-source monitoring sites immediately downwind of stationary lead sources. Maximum monthly and 3-month rolling averages recorded were 0.096 µg/m³ and 0.059 µg/m³, respectively.

Four near-road sites measuring one or more of the pollutants PM2.5, CO and/or NO₂ are operating near the following freeways: I-5, I-10, CA-60 and I-710.

e) PM10 statistics listed above are based on combined Federal Reference Method (FRM) and Federal Equivalent Method (FEM) data.

f) State annual average (AAM) PM10 standard is 20 µg/m³. Federal annual PM10 standard (50 µg/m³) was revoked in 2006.

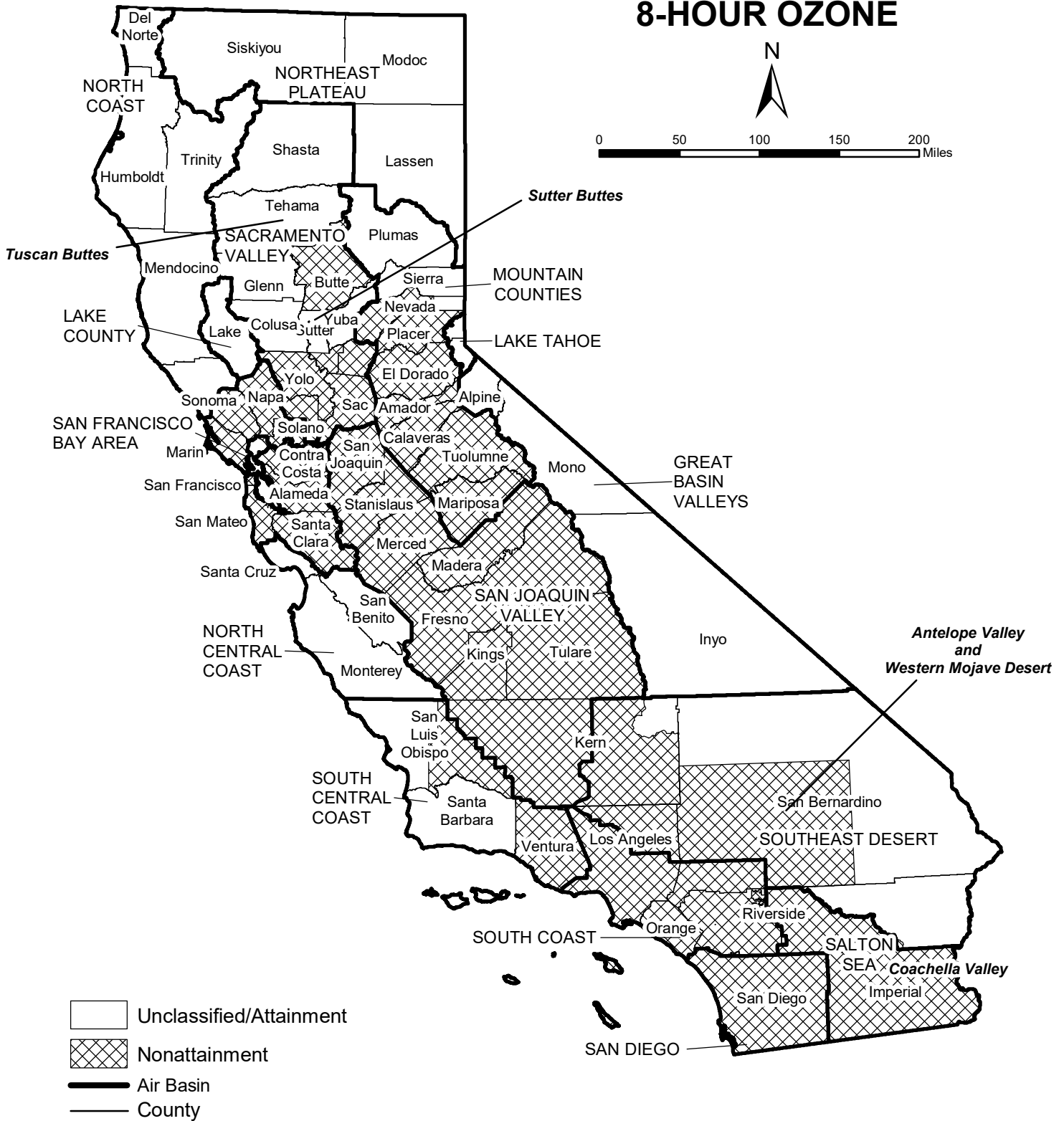
g) PM2.5 statistics listed above are for the FRM data only. FEM PM2.5 continuous monitoring instruments were operated at some of the above locations for real-time alerts and forecasting only.

h) The federal and state annual standards are 12.0 µg/m³.

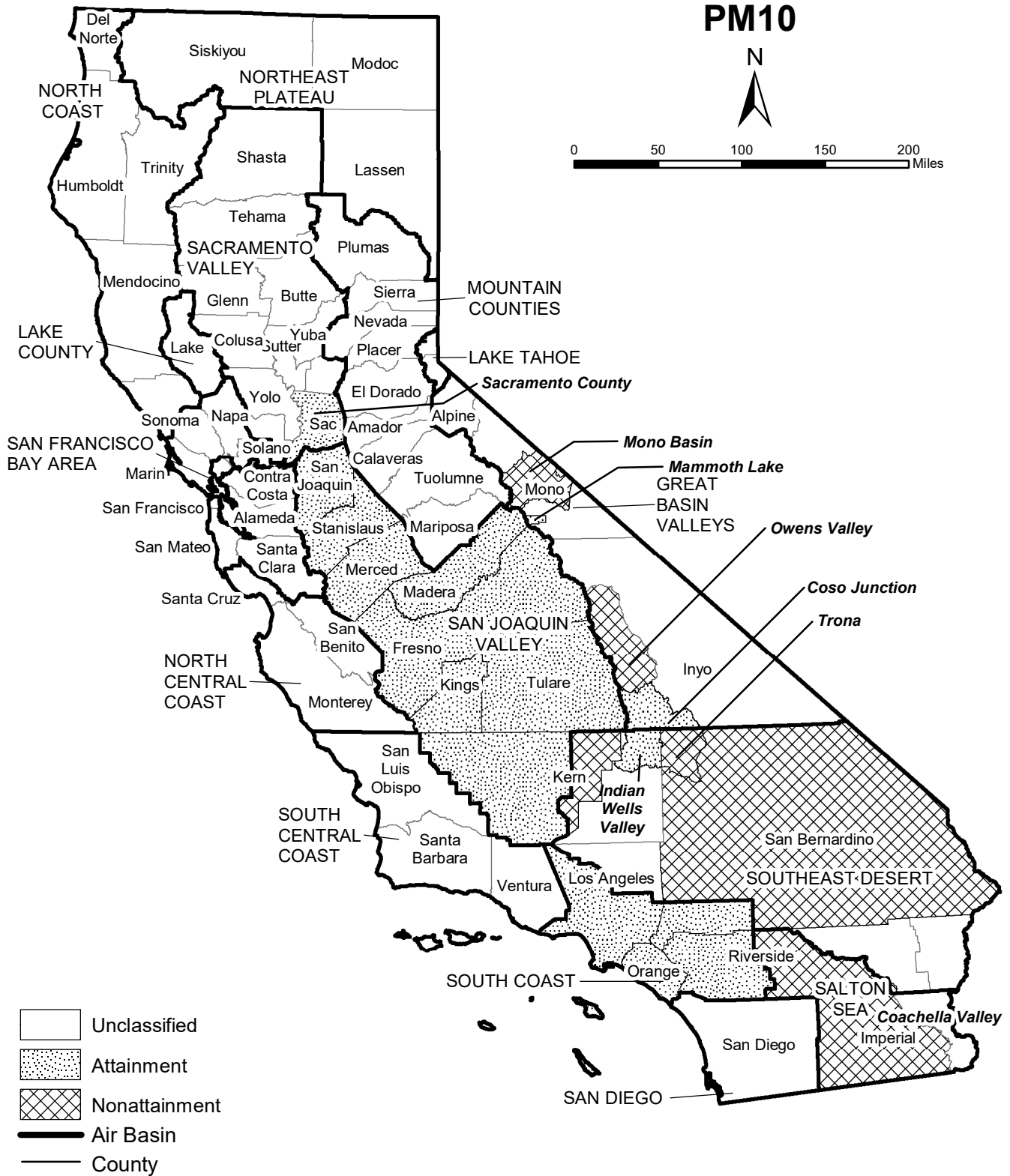
i) Federal lead standard is 3-months rolling average > 0.15 µg/m³; state standard is monthly average ³ 1.5 µg/m³. Lead standards were not exceeded.

j) State sulfate standard is 24-hour ³ 25 µg/m³. There is no federal standard for sulfate.

Area Designations for National Ambient Air Quality Standards 8-HOUR OZONE



Area Designations for National Ambient Air Quality Standards PM10



2017 Area Designations for State Ambient Air Quality Standards OZONE



2017 Area Designations for State Ambient Air Quality Standards PM₁₀



**Table C-1. 2006 – 2008 Thresholds for Construction and Operation with
Gradual Conversion of NO_x to NO₂**

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	74	74	82	106	168	108	106	110	126	179
2	Northwest Coastal LA County	103	104	121	156	245	147	143	156	186	262
3	Southwest Coastal LA County	91	93	107	139	218	131	128	139	165	233
4	South Coastal LA County	57	58	68	90	142	82	80	87	106	151
5	Southeast LA County	80	81	94	123	192	114	111	121	145	205
6	West San Fernando Valley	103	104	121	157	245	147	143	156	187	263
7	East San Fernando Valley	80	81	94	122	191	114	111	121	144	204
8	West San Gabriel Valley	69	69	81	104	164	98	95	104	124	175
9	East San Gabriel Valley	89	112	159	251	489	128	151	200	284	513
10	Pomona/Walnut Valley	103	129	185	292	570	149	175	230	330	598
11	South San Gabriel Valley	83	84	96	123	193	121	118	126	147	206
12	South Central LA County	46	46	54	70	109	65	64	69	82	117
13	Santa Clarita Valley	114	115	133	173	273	163	159	172	204	291
15	San Gabriel Mountains	114	115	133	173	273	163	159	172	204	291
16	North Orange County	103	104	121	159	252	147	143	156	186	269
17	Central Orange County	81	83	98	123	192	115	114	125	148	205
18	North Coastal Orange County	92	93	108	140	219	131	128	139	165	235
19	Saddleback Valley	91	93	108	140	218	131	127	139	165	233
20	Central Orange County Coastal	92	93	108	140	219	131	128	139	165	235
21	Capistrano Valley	91	93	108	140	218	131	127	139	165	233
22	Norco/Corona	118	148	211	334	652	170	200	263	378	684
23	Metropolitan Riverside County	118	148	212	335	652	170	200	264	379	684
24	Perris Valley	118	148	212	335	652	170	200	264	379	684
25	Lake Elsinore	162	203	292	460	896	234	275	363	521	941
26	Temecula Valley	162	203	292	460	896	234	275	363	521	941
27	Anza Area	162	203	292	460	896	234	275	363	521	941
28	Hemet/San Jacinto Valley	162	203	292	460	896	234	275	363	521	941
29	Banning Airport	103	131	189	299	585	149	176	234	340	614
30	Coachella Valley	132	166	238	376	733	191	225	296	425	769
31	East Riverside County	132	166	238	376	733	191	225	296	425	769
32	Northwest San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
33	Southwest San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
34	Central San Bernardino Valley	118	148	211	334	652	170	200	263	378	684
35	East San Bernardino Valley	118	148	211	334	651	170	200	263	377	683
36	West San Bernardino Mountains	118	148	211	334	652	170	200	263	378	684
37	Central San Bernardino Mountains	118	148	211	334	652	170	200	263	378	684
38	East San Bernardino Mountains	118	148	211	334	651	170	200	263	377	683

**Table C-1. 2006 – 2008 Thresholds for Construction and Operation with
Gradual Conversion of NO_x to NO₂ (Continued)**

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary				
		5 Acre				
		25	50	100	200	500
1	Central LA	161	157	165	173	212
2	Northwest Coastal LA County	221	212	226	250	312
3	Southwest Coastal LA County	197	189	202	222	277
4	South Coastal LA County	123	118	126	141	179
5	Southeast LA County	172	165	176	194	244
6	West San Fernando Valley	221	212	226	250	313
7	East San Fernando Valley	172	165	176	194	242
8	West San Gabriel Valley	148	141	151	166	208
9	East San Gabriel Valley	203	227	286	368	584
10	Pomona/Walnut Valley	236	265	330	426	681
11	South San Gabriel Valley	183	176	184	202	245
12	South Central LA County	98	94	101	111	139
13	Santa Clarita Valley	246	236	251	275	345
15	San Gabriel Mountains	246	236	251	275	345
16	North Orange County	221	212	226	249	317
17	Central Orange County	183	167	180	202	245
18	North Coastal Orange County	197	190	202	223	278
19	Saddleback Valley	197	189	201	222	278
20	Central Orange County Coastal	197	190	202	223	278
21	Capistrano Valley	197	189	201	222	278
22	Norco/Corona	270	302	378	486	778
23	Metropolitan Riverside County	270	302	378	488	780
24	Perris Valley	270	302	378	488	780
25	Lake Elsinore	371	416	520	672	1,072
26	Temecula Valley	371	416	520	672	1,072
27	Anza Area	371	416	520	672	1,072
28	Hemet/San Jacinto Valley	371	416	520	672	1,072
29	Banning Airport	236	265	333	434	698
30	Coachella Valley	304	340	425	547	875
31	East Riverside County	304	340	425	547	875
32	Northwest San Bernardino Valley	270	303	378	486	778
33	Southwest San Bernardino Valley	270	303	378	486	778
34	Central San Bernardino Valley	270	302	378	486	778
35	East San Bernardino Valley	270	302	378	486	778
36	West San Bernardino Mountains	270	303	378	486	778
37	Central San Bernardino Mountains	270	302	378	486	778
38	East San Bernardino Mountains	270	302	378	486	778

Table C-2. 2006 – 2008 CO Emission Thresholds for Construction and Operation

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	680	882	1,259	2,406	7,911	1,048	1,368	1,799	3,016	8,637
2	Northwest Coastal LA County	562	833	1,233	2,367	7,724	827	1,213	1,695	2,961	8,446
3	Southwest Coastal LA County	664	785	1,156	2,228	7,269	967	1,158	1,597	2,783	7,950
4	South Coastal LA County	585	789	1,180	2,296	7,558	842	1,158	1,611	2,869	8,253
5	Southeast LA County	571	735	1,088	2,104	6,854	861	1,082	1,496	2,625	7,500
6	West San Fernando Valley	426	652	1,089	2,096	6,815	644	903	1,497	2,629	7,460
7	East San Fernando Valley	498	732	1,158	2,227	7,267	786	1,068	1,594	2,786	7,947
8	West San Gabriel Valley	535	783	1,158	2,229	7,270	812	1,125	1,594	2,785	7,957
9	East San Gabriel Valley	623	945	1,914	4,803	20,721	953	1,344	2,445	5,658	22,093
10	Pomona/Walnut Valley	612	911	1,741	4,345	18,991	885	1,358	2,298	5,097	20,256
11	South San Gabriel Valley	673	760	1,113	2,110	6,884	1,031	1,143	1,554	2,660	7,530
12	South Central LA County	231	342	632	1,545	5,452	346	515	841	1,817	5,962
13	Santa Clarita Valley	590	879	1,294	2,500	8,174	877	1,256	1,787	3,108	8,933
15	San Gabriel Mountains	590	879	1,294	2,500	8,174	877	1,256	1,787	3,108	8,933
16	North Orange County	522	685	1,014	1,975	6,531	762	1,010	1,395	2,444	7,121
17	Central Orange County	485	753	1,128	2,109	6,841	715	1,041	1,547	2,685	7,493
18	North Coastal Orange County	647	738	1,090	2,096	6,841	962	1,089	1,506	2,615	7,493
19	Saddleback Valley	696	833	1,234	2,376	7,724	993	1,227	1,696	2,965	8,454
20	Central Orange County Coastal	647	738	1,090	2,096	6,841	962	1,089	1,506	2,615	7,493
21	Capistrano Valley	696	833	1,234	2,376	7,724	993	1,227	1,696	2,965	8,454
22	Norco/Corona	674	999	1,853	4,352	17,637	1,007	1,474	2,461	5,183	18,934
23	Metropolitan Riverside County	602	887	1,746	4,359	17,640	883	1,262	2,232	5,136	18,947
24	Perris Valley	602	887	1,746	4,359	17,640	883	1,262	2,232	5,136	18,947
25	Lake Elsinore	750	1,105	2,176	5,501	23,866	1,100	1,572	2,781	6,399	25,412
26	Temecula Valley	750	1,105	2,176	5,501	23,866	1,100	1,572	2,781	6,399	25,412
27	Anza Area	750	1,105	2,176	5,501	23,866	1,100	1,572	2,781	6,399	25,412
28	Hemet/San Jacinto Valley	750	1,105	2,176	5,501	23,866	1,100	1,572	2,781	6,399	25,412
29	Banning Airport	1,000	1,420	2,623	6,154	25,057	1,541	2,049	3,458	7,395	26,890
30	Coachella Valley	878	1,387	2,565	6,021	24,417	1,299	1,931	3,409	7,174	26,212
31	East Riverside County	878	1,387	2,565	6,021	24,417	1,299	1,931	3,409	7,174	26,212
32	Northwest San Bernardino Valley	863	1,328	2,423	5,691	23,065	1,232	1,877	3,218	6,778	24,768
33	Southwest San Bernardino Valley	863	1,328	2,423	5,691	23,065	1,232	1,877	3,218	6,778	24,768
34	Central San Bernardino Valley	667	1,059	2,141	5,356	21,708	972	1,463	2,738	6,346	23,304
35	East San Bernardino Valley	775	1,205	2,279	5,351	21,703	1,174	1,712	3,029	6,375	23,294
36	West San Bernardino Mountains	863	1,328	2,423	5,691	23,065	1,232	1,877	3,218	6,778	24,768
37	Central San Bernardino Mountains	667	1,059	2,141	5,356	21,708	972	1,463	2,738	6,346	23,304
38	East San Bernardino Mountains	775	1,205	2,279	5,351	21,703	1,174	1,712	3,029	6,375	23,294

Table C-2. 2006 – 2008 CO Emission Thresholds for Construction and Operation (Continued)

SRA No.	Source Receptor Area	Allowable emissions (lbs/day) as a function of receptor distance (meters) from site boundary				
		5 Acre				
		25	50	100	200	500
1	Central LA	1,861	2,331	3,030	4,547	10,666
2	Northwest Coastal LA County	1,531	1,985	2,762	4,383	10,467
3	Southwest Coastal LA County	1,796	1,984	2,608	4,119	9,852
4	South Coastal LA County	1,530	1,982	2,613	4,184	10,198
5	Southeast LA County	1,480	1,855	2,437	3,867	9,312
6	West San Fernando Valley	1,158	1,537	2,438	3,871	9,271
7	East San Fernando Valley	1,434	1,872	2,599	4,119	9,848
8	West San Gabriel Valley	1,540	1,921	2,599	4,119	9,857
9	East San Gabriel Valley	1,733	2,299	3,680	7,600	25,558
10	Pomona/Walnut Valley	1,566	2,158	3,691	7,011	23,450
11	South San Gabriel Valley	1,814	1,984	2,549	4,024	9,342
12	South Central LA County	630	879	1,368	2,514	7,389
13	Santa Clarita Valley	1,644	2,095	2,922	4,608	11,049
15	San Gabriel Mountains	1,644	2,095	2,922	4,608	11,049
16	North Orange County	1,311	1,731	2,274	3,605	8,754
17	Central Orange County	1,253	1,734	2,498	4,018	9,336
18	North Coastal Orange County	1,711	1,864	2,455	3,888	9,272
19	Saddleback Valley	1,804	2,102	2,763	4,387	10,507
20	Central Orange County Coastal	1,711	1,864	2,455	3,888	9,272
21	Capistrano Valley	1,804	2,102	2,763	4,387	10,507
22	Norco/Corona	1,700	2,470	3,964	7,350	22,490
23	Metropolitan Riverside County	1,577	2,178	3,437	6,860	22,530
24	Perris Valley	1,577	2,178	3,437	6,860	22,530
25	Lake Elsinore	1,965	2,714	4,282	8,547	29,256
26	Temecula Valley	1,965	2,714	4,282	8,547	29,256
27	Anza Area	1,965	2,714	4,282	8,547	29,256
28	Hemet/San Jacinto Valley	1,965	2,714	4,282	8,547	29,256
29	Banning Airport	2,817	3,575	5,534	10,383	31,903
30	Coachella Valley	2,292	3,237	5,331	10,178	31,115
31	East Riverside County	2,292	3,237	5,331	10,178	31,115
32	Northwest San Bernardino Valley	2,193	2,978	5,188	9,611	29,410
33	Southwest San Bernardino Valley	2,193	2,978	5,188	9,611	29,410
34	Central San Bernardino Valley	1,746	2,396	4,142	8,532	27,680
35	East San Bernardino Valley	2,075	2,890	4,765	9,044	27,650
36	West San Bernardino Mountains	2,193	2,978	5,188	9,611	29,410
37	Central San Bernardino Mountains	1,746	2,396	4,142	8,532	27,680
38	East San Bernardino Mountains	2,075	2,890	4,765	9,044	27,650

Table C-3. PM10 Emission Thresholds for Operation

SRA No.	Source Receptor Area	Significance Threshold of 2.5 mg/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	2	4	8	17	43	2	6	11	20	46
2	Northwest Coastal LA County	1	3	7	14	36	2	5	9	16	37
3	Southwest Coastal LA County	1	4	7	14	34	2	6	9	16	36
4	South Coastal LA County	1	3	7	15	38	2	5	9	17	40
5	Southeast LA County	1	3	8	16	42	2	5	10	18	44
6	West San Fernando Valley	1	3	7	15	38	2	5	8	16	39
7	East San Fernando Valley	1	3	7	13	33	2	5	9	15	35
8	West San Gabriel Valley	1	3	7	14	37	2	5	9	16	39
9	East San Gabriel Valley	2	4	9	19	48	2	6	11	20	50
10	Pomona/Walnut Valley	1	3	7	14	36	2	5	8	16	38
11	South San Gabriel Valley	1	4	7	15	37	2	6	9	17	39
12	South Central LA County	1	3	7	13	34	2	5	9	15	36
13	Santa Clarita Valley	1	3	6	13	32	2	5	8	15	34
15	San Gabriel Mountains	1	3	6	13	32	2	5	8	15	34
16	North Orange County	1	3	6	13	33	2	4	8	15	35
17	Central Orange County	1	3	7	15	38	2	5	9	17	40
18	North Coastal Orange County	1	4	7	13	33	2	6	9	15	35
19	Saddleback Valley	1	3	6	12	29	2	5	8	14	31
20	Central Orange County Coastal	1	4	7	13	33	2	6	9	15	35
21	Capistrano Valley	1	3	6	12	29	2	5	8	14	31
22	Norco/Corona	1	3	8	18	48	2	5	10	20	50
23	Metropolitan Riverside County	1	3	8	17	43	2	5	10	18	45
24	Perris Valley	1	3	8	17	43	2	5	10	18	45
25	Lake Elsinore	1	3	8	17	43	2	5	10	18	45
26	Temecula Valley	1	3	8	17	43	2	5	10	18	45
27	Anza Area	1	3	8	17	43	2	5	10	18	45
28	Hemet/San Jacinto Valley	1	3	8	17	43	2	5	10	18	45
29	Banning Airport	2	5	14	31	84	3	8	18	38	98
30	Coachella Valley	1	3	9	20	52	2	6	16	36	97
31	East Riverside County	1	3	9	20	52	2	6	16	36	97
32	Northwest San Bernardino Valley	2	4	11	25	68	2	5	9	16	39
33	Southwest San Bernardino Valley	2	4	11	25	68	2	5	9	16	39
34	Central San Bernardino Valley	1	3	8	18	47	2	6	10	20	50
35	East San Bernardino Valley	1	3	9	20	53	2	5	11	22	56
36	West San Bernardino Mountains	2	4	11	25	68	2	5	9	16	39
37	Central San Bernardino Mountains	1	3	8	18	47	2	6	10	20	50
38	East San Bernardino Mountains	1	3	9	20	53	2	5	11	22	56

Table C-3. PM10 Emission Thresholds for Operation (Continued)

SRA No.	Source Receptor Area	Significance Threshold of 2.5 mg/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 acres				
		25	50	100	200	500
1	Central LA	4	12	17	26	53
2	Northwest Coastal LA County	3	10	13	21	42
3	Southwest Coastal LA County	4	12	15	21	41
4	South Coastal LA County	4	10	14	22	46
5	Southeast LA County	4	10	15	23	49
6	West San Fernando Valley	3	9	13	21	44
7	East San Fernando Valley	4	11	14	21	41
8	West San Gabriel Valley	3	9	13	21	44
9	East San Gabriel Valley	4	11	16	26	55
10	Pomona/Walnut Valley	3	9	13	20	42
11	South San Gabriel Valley	4	11	15	22	45
12	South Central LA County	4	10	14	20	40
13	Santa Clarita Valley	3	10	13	19	39
15	San Gabriel Mountains	3	10	13	19	39
16	North Orange County	3	9	12	19	40
17	Central Orange County	3	10	14	22	45
18	North Coastal Orange County	4	11	14	21	41
19	Saddleback Valley	3	9	12	18	36
20	Central Orange County Coastal	4	11	14	21	41
21	Capistrano Valley	3	9	12	18	36
22	Norco/Corona	3	9	14	25	55
23	Metropolitan Riverside County	4	10	14	23	50
24	Perris Valley	4	10	14	23	50
25	Lake Elsinore	4	10	14	23	50
26	Temecula Valley	4	10	14	23	50
27	Anza Area	4	10	14	23	50
28	Hemet/San Jacinto Valley	4	10	14	23	50
29	Banning Airport	6	16	25	44	98
30	Coachella Valley	4	11	16	27	60
31	East Riverside County	4	11	16	27	60
32	Northwest San Bernardino Valley	4	12	20	34	78
33	Southwest San Bernardino Valley	4	12	20	34	78
34	Central San Bernardino Valley	4	11	16	26	55
35	East San Bernardino Valley	4	11	16	28	62
36	West San Bernardino Mountains	4	12	20	34	78
37	Central San Bernardino Mountains	4	11	16	26	55
38	East San Bernardino Mountains	4	11	16	28	62

Table C-4. PM10 Emission Thresholds for Construction

SRA No.	Source Receptor Area	Significance Threshold of 10.4 mg/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	5	15	33	70	179	8	25	43	80	190
2	Northwest Coastal LA County	4	12	27	57	146	6	19	34	64	154
3	Southwest Coastal LA County	5	14	28	56	140	8	23	37	65	148
4	South Coastal LA County	4	13	29	61	158	7	21	37	70	167
5	Southeast LA County	4	13	30	66	173	7	21	39	74	182
6	West San Fernando Valley	4	11	27	59	155	6	17	33	66	162
7	East San Fernando Valley	4	13	26	54	136	7	21	34	62	144
8	West San Gabriel Valley	4	11	27	58	152	6	19	34	66	160
9	East San Gabriel Valley	5	14	34	75	199	7	22	42	84	207
10	Pomona/Walnut Valley	4	11	26	57	148	6	18	33	64	156
11	South San Gabriel Valley	5	13	29	60	153	7	22	37	68	162
12	South Central LA County	4	12	26	54	139	7	20	34	62	146
13	Santa Clarita Valley	4	12	25	51	131	6	19	32	59	139
15	San Gabriel Mountains	4	12	25	51	131	6	19	32	59	139
16	North Orange County	4	10	24	53	137	6	17	31	60	145
17	Central Orange County	4	12	28	60	158	6	19	35	68	166
18	North Coastal Orange County	4	13	27	54	135	7	21	35	62	144
19	Saddleback Valley	4	11	24	48	121	6	18	30	55	129
20	Central Orange County Coastal	4	13	27	54	135	7	21	35	62	144
21	Capistrano Valley	4	11	24	48	121	6	18	30	55	129
22	Norco/Corona	4	11	32	73	198	6	18	39	81	206
23	Metropolitan Riverside County	4	12	30	67	178	7	20	38	75	186
24	Perris Valley	4	12	30	67	178	7	20	38	75	186
25	Lake Elsinore	4	12	30	67	178	7	20	38	75	186
26	Temecula Valley	4	12	30	67	178	7	20	38	75	186
27	Anza Area	4	12	30	67	178	7	20	38	75	186
28	Hemet/San Jacinto Valley	4	12	30	67	178	7	20	38	75	186
29	Banning Airport	6	19	55	129	348	10	32	73	157	407
30	Coachella Valley	4	13	35	80	214	7	22	44	89	223
31	East Riverside County	4	13	35	80	214	7	22	44	89	223
32	Northwest San Bernardino Valley	5	14	44	103	280	6	19	34	66	160
33	Southwest San Bernardino Valley	5	14	44	103	280	6	19	34	66	160
34	Central San Bernardino Valley	4	13	33	74	196	7	22	42	83	205
35	East San Bernardino Valley	4	12	36	82	220	7	21	44	90	230
36	West San Bernardino Mountains	5	14	44	103	280	6	19	34	66	160
37	Central San Bernardino Mountains	4	13	33	74	196	7	22	42	83	205
38	East San Bernardino Mountains	4	12	36	82	220	7	21	44	90	230

Table C-4. PM10 Emission Thresholds for Construction (Continued)

SRA No.	Source Receptor Area	Significance Threshold of 10.4 mg/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 acres				
		25	50	100	200	500
1	Central LA	16	50	69	107	219
2	Northwest Coastal LA County	13	40	55	84	174
3	Southwest Coastal LA County	15	46	60	88	171
4	South Coastal LA County	14	42	58	92	191
5	Southeast LA County	14	42	60	95	203
6	West San Fernando Valley	11	35	51	84	181
7	East San Fernando Valley	14	42	56	84	167
8	West San Gabriel Valley	12	37	53	85	180
9	East San Gabriel Valley	14	43	63	105	229
10	Pomona/Walnut Valley	12	36	51	82	175
11	South San Gabriel Valley	14	43	59	91	186
12	South Central LA County	13	41	55	83	166
13	Santa Clarita Valley	12	38	52	79	161
15	San Gabriel Mountains	12	38	52	79	161
16	North Orange County	11	34	49	78	165
17	Central Orange County	13	39	55	88	188
18	North Coastal Orange County	14	44	57	85	167
19	Saddleback Valley	12	37	49	74	148
20	Central Orange County Coastal	14	44	57	85	167
21	Capistrano Valley	12	37	49	74	148
22	Norco/Corona	12	37	58	101	228
23	Metropolitan Riverside County	13	40	59	96	207
24	Perris Valley	13	40	59	96	207
25	Lake Elsinore	13	40	59	96	207
26	Temecula Valley	13	40	59	96	207
27	Anza Area	13	40	59	96	207
28	Hemet/San Jacinto Valley	13	40	59	96	207
29	Banning Airport	21	67	104	180	405
30	Coachella Valley	14	44	67	112	248
31	East Riverside County	14	44	67	112	248
32	Northwest San Bernardino Valley	16	50	80	140	322
33	Southwest San Bernardino Valley	16	50	80	140	322
34	Central San Bernardino Valley	14	44	65	106	229
35	East San Bernardino Valley	14	42	66	113	255
36	West San Bernardino Mountains	16	50	80	140	322
37	Central San Bernardino Mountains	14	44	65	106	229
38	East San Bernardino Mountains	14	42	66	113	255

Table C-5. PM2.5 Emission Thresholds for Operation

SRA No.	Source Receptor Area	Significance Threshold of 2.5 ug/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	1	2	3	6	25	2	2	3	7	27
2	Northwest Coastal LA County	1	1	2	5	19	1	2	3	6	20
3	Southwest Coastal LA County	1	2	3	5	18	1	2	3	6	20
4	South Coastal LA County	1	2	3	7	23	1	2	4	8	25
5	Southeast LA County	1	1	2	5	21	1	2	3	6	22
6	West San Fernando Valley	1	1	2	5	19	1	2	2	5	21
7	East San Fernando Valley	1	1	2	5	17	1	2	3	5	18
8	West San Gabriel Valley	1	1	2	5	19	1	2	3	5	20
9	East San Gabriel Valley	1	2	3	6	23	2	2	3	7	25
10	Pomona/Walnut Valley	1	1	2	5	18	1	2	3	5	20
11	South San Gabriel Valley	1	2	3	5	20	2	2	3	6	22
12	South Central LA County	1	1	2	4	17	1	2	3	5	18
13	Santa Clarita Valley	1	1	2	5	18	1	2	2	5	20
15	San Gabriel Mountains	1	1	2	5	18	1	2	2	5	20
16	North Orange County	1	1	3	5	18	1	2	3	6	19
17	Central Orange County	1	1	2	6	21	1	2	3	6	22
18	North Coastal Orange County	1	2	3	6	19	2	2	3	7	20
19	Saddleback Valley	1	1	2	5	17	1	2	3	6	18
20	Central Orange County Coastal	1	2	3	6	19	2	2	3	7	20
21	Capistrano Valley	1	1	2	5	17	1	2	3	6	18
22	Norco/Corona	1	2	3	6	23	2	2	3	6	24
23	Metropolitan Riverside County	1	1	2	5	21	1	2	3	6	22
24	Perris Valley	1	1	2	5	21	1	2	3	6	22
25	Lake Elsinore	1	1	2	5	21	1	2	3	6	22
26	Temecula Valley	1	1	2	5	21	1	2	3	6	22
27	Anza Area	1	1	2	5	21	1	2	3	6	22
28	Hemet/San Jacinto Valley	1	1	2	5	21	1	2	3	6	22
29	Banning Airport	1	2	4	9	38	2	3	5	10	40
30	Coachella Valley	1	2	3	6	26	2	2	3	7	27
31	East Riverside County	1	2	3	6	26	2	2	3	7	27
32	Northwest San Bernardino Valley	1	2	3	8	34	2	2	4	9	36
33	Southwest San Bernardino Valley	1	2	3	8	34	2	2	4	9	36
34	Central San Bernardino Valley	1	2	3	6	24	1	2	3	7	25
35	East San Bernardino Valley	1	2	3	7	27	2	2	4	8	29
36	West San Bernardino Mountains	1	2	3	8	34	2	2	4	9	36
37	Central San Bernardino Mountains	1	2	3	6	24	1	2	3	7	25
38	East San Bernardino Mountains	1	2	3	7	27	2	2	4	8	29

Table C-5. PM2.5 Emission Thresholds for Operation (Continued)

SRA No.	Source Receptor Area	Significance Threshold of 2.5 ug/m3 Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 Acre				
		25	50	100	200	500
1	Central LA	2	3	5	9	31
2	Northwest Coastal LA County	2	2	4	7	23
3	Southwest Coastal LA County	2	3	5	9	24
4	South Coastal LA County	2	3	5	10	29
5	Southeast LA County	2	3	4	8	25
6	West San Fernando Valley	2	2	3	7	23
7	East San Fernando Valley	2	3	4	7	21
8	West San Gabriel Valley	2	3	4	7	23
9	East San Gabriel Valley	2	3	5	9	28
10	Pomona/Walnut Valley	2	3	4	7	23
11	South San Gabriel Valley	2	3	5	9	25
12	South Central LA County	2	3	4	7	21
13	Santa Clarita Valley	2	2	3	7	23
15	San Gabriel Mountains	2	2	3	7	23
16	North Orange County	2	3	4	8	23
17	Central Orange County	2	3	4	8	27
18	North Coastal Orange County	2	3	5	9	25
19	Saddleback Valley	2	3	4	8	22
20	Central Orange County Coastal	2	3	5	9	25
21	Capistrano Valley	2	3	4	8	22
22	Norco/Corona	2	3	5	9	28
23	Metropolitan Riverside County	2	3	4	8	26
24	Perris Valley	2	3	4	8	26
25	Lake Elsinore	2	3	4	8	26
26	Temecula Valley	2	3	4	8	26
27	Anza Area	2	3	4	8	26
28	Hemet/San Jacinto Valley	2	3	4	8	26
29	Banning Airport	3	4	6	14	46
30	Coachella Valley	2	3	5	9	31
31	East Riverside County	2	3	5	9	31
32	Northwest San Bernardino Valley	2	3	5	11	41
33	Southwest San Bernardino Valley	2	3	5	11	41
34	Central San Bernardino Valley	2	3	5	9	29
35	East San Bernardino Valley	3	3	5	10	34
36	West San Bernardino Mountains	2	3	5	11	41
37	Central San Bernardino Mountains	2	3	5	9	29
38	East San Bernardino Mountains	3	3	5	10	34

Table C-6. PM2.5 Emission Thresholds for Construction

SRA No.	Source Receptor Area	Significance Threshold of 10.4 ug/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site									
		1 Acre					2 Acre				
		25	50	100	200	500	25	50	100	200	500
1	Central LA	3	5	10	24	102	5	7	12	28	110
2	Northwest Coastal LA County	3	4	8	18	77	4	5	10	21	82
3	Southwest Coastal LA County	3	5	9	21	75	5	7	12	25	81
4	South Coastal LA County	3	5	10	26	93	5	7	13	30	101
5	Southeast LA County	3	4	8	19	86	4	6	10	22	92
6	West San Fernando Valley	3	4	7	18	79	4	5	9	21	84
7	East San Fernando Valley	3	4	8	18	68	4	6	10	21	73
8	West San Gabriel Valley	3	4	7	18	77	4	5	9	21	82
9	East San Gabriel Valley	3	5	9	22	94	5	7	12	26	100
10	Pomona/Walnut Valley	3	4	7	18	75	4	6	10	21	80
11	South San Gabriel Valley	4	5	9	20	83	5	8	12	24	89
12	South Central LA County	3	4	7	17	70	4	6	9	19	74
13	Santa Clarita Valley	3	4	7	18	74	4	5	9	20	80
15	San Gabriel Mountains	3	4	7	18	74	4	5	9	20	80
16	North Orange County	3	4	9	20	74	4	6	11	24	79
17	Central Orange County	3	4	9	22	85	4	6	11	25	92
18	North Coastal Orange County	3	5	9	22	76	5	7	12	26	83
19	Saddleback Valley	3	4	8	19	68	4	6	10	22	74
20	Central Orange County Coastal	3	5	9	22	76	5	7	12	26	83
21	Capistrano Valley	3	4	8	19	68	4	6	10	22	74
22	Norco/Corona	3	5	9	22	92	5	7	12	25	98
23	Metropolitan Riverside County	3	4	8	20	86	4	6	10	23	91
24	Perris Valley	3	4	8	20	86	4	6	10	23	91
25	Lake Elsinore	3	4	8	20	86	4	6	10	23	91
26	Temecula Valley	3	4	8	20	86	4	6	10	23	91
27	Anza Area	3	4	8	20	86	4	6	10	23	91
28	Hemet/San Jacinto Valley	3	4	8	20	86	4	6	10	23	91
29	Banning Airport	4	7	14	36	156	6	9	17	41	166
30	Coachella Valley	3	5	10	24	105	5	7	12	28	112
31	East Riverside County	3	5	10	24	105	5	7	12	28	112
32	Northwest San Bernardino Valley	4	6	12	32	141	5	8	14	36	150
33	Southwest San Bernardino Valley	4	6	12	32	141	5	8	14	36	150
34	Central San Bernardino Valley	3	5	9	23	98	4	6	12	26	104
35	East San Bernardino Valley	4	5	10	26	112	5	7	13	30	120
36	West San Bernardino Mountains	4	6	12	32	141	5	8	14	36	150
37	Central San Bernardino Mountains	3	5	9	23	98	4	6	12	26	104
38	East San Bernardino Mountains	4	5	10	26	112	5	7	13	30	120

Table C-6. PM_{2.5} Emission Thresholds for Construction (Continued)

SRA No.	Source Receptor Area	Significance Threshold of 10.4 ug/m ³ Allowable emissions (lbs/day) as a function of receptor distance (meters) from boundary of site				
		5 Acre				
		25	50	100	200	500
1	Central LA	8	11	18	36	126
2	Northwest Coastal LA County	6	8	14	29	95
3	Southwest Coastal LA County	8	11	19	35	96
4	South Coastal LA County	8	10	18	39	120
5	Southeast LA County	7	10	15	30	103
6	West San Fernando Valley	6	8	13	26	96
7	East San Fernando Valley	8	10	15	28	86
8	West San Gabriel Valley	7	9	14	27	93
9	East San Gabriel Valley	8	11	17	35	116
10	Pomona/Walnut Valley	7	9	15	28	93
11	South San Gabriel Valley	9	12	19	34	104
12	South Central LA County	7	10	15	27	86
13	Santa Clarita Valley	6	8	13	26	95
15	San Gabriel Mountains	6	8	13	26	95
16	North Orange County	6	9	15	34	95
17	Central Orange County	7	9	15	32	109
18	North Coastal Orange County	9	11	18	35	101
19	Saddleback Valley	8	11	16	30	90
20	Central Orange County Coastal	9	11	18	35	101
21	Capistrano Valley	8	11	16	30	90
22	Norco/Corona	8	11	18	34	113
23	Metropolitan Riverside County	8	10	16	31	105
24	Perris Valley	8	10	16	31	105
25	Lake Elsinore	8	10	16	31	105
26	Temecula Valley	8	10	16	31	105
27	Anza Area	8	10	16	31	105
28	Hemet/San Jacinto Valley	8	10	16	31	105
29	Banning Airport	11	14	25	55	189
30	Coachella Valley	8	11	19	37	128
31	East Riverside County	8	11	19	37	128
32	Northwest San Bernardino Valley	9	12	21	45	170
33	Southwest San Bernardino Valley	9	12	21	45	170
34	Central San Bernardino Valley	8	10	17	35	120
35	East San Bernardino Valley	9	12	20	40	140
36	West San Bernardino Mountains	9	12	21	45	170
37	Central San Bernardino Mountains	8	10	17	35	120
38	East San Bernardino Mountains	9	12	20	40	140



APPENDIX B

MITIGATION MONITORING AND REPORTING PROGRAM

MECCA REGIONAL SPORTS PARK PROJECT

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Community of Mecca, Riverside County, California



The Project entails the construction and operation of a 6.67-acre regional sports park. Parking for the facility would be shared with the existing parking lot adjacent to the Mecca Boys and Girls Club lot, which contains approximately 223 spaces. Access to the park would occur through the parking lot with entrances off of Avenue 66 and the new connecting road to the east of the Project site, created by the Avenue 66 Grade Separation Project. The Regional Sports Park would contain a baseball field, and two large multi-purpose areas which could provide a varying configuration of fields depending on the season and demand. The perimeter of the fields would include a walking/jogging path constructed of permeable decomposed granite and drought tolerant landscaping, and including perimeter trees for shaded areas. The Park would also include a snack bar, restroom, and maintenance building consisting of approximately 1,200 square feet. In addition, other park amenities would include 3 volleyball courts, a playground, a splash pad, 6 drinking fountains, 30 picnic tables, 7 workout stations, 3 bicycle racks, and 10 waste receptacles. Public Art would also be incorporated into the design. Due to the warm temperatures, it is anticipated that lighting would be installed throughout the park area to permit a safe night time environment for use.

The Project would require a minimal amount of staff (less than 5) to operate the snack bar, and perform routine maintenance and landscaping. The Project would also involve some utility alterations to provide service to the park, which would include drinking water, wastewater, electrical, and drainage connections. Construction is anticipated to start in early 2020 and would be completed by the end of 2020.

Mitigation measures were identified in the Project's Initial Study and incorporated into the Project to reduce potential environmental impacts to a level determined to be less than significant.

Section 21081.6 of the California Public Resources Code requires a Lead Agency to adopt a *reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment*. Section 15097 of the *State CEQA Guidelines* summarizes the criteria required for mitigation monitoring and/or reporting. This Mitigation Monitoring and Reporting Program (MMRP) has been compiled to verify implementation of adopted mitigation measures.

The County of Riverside Economic Development Agency will have the responsibility for implementing the measures and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures. This MMRP is set up as a Documentation of Compliance Report, with space for confirming that mitigation measures have been implemented. The required mitigation measures are listed and categorized by impact area, with an accompanying identification of the following:

- **Mitigation Measure**
- **Monitoring Phase** – the phase of the Project during which the mitigation measure shall be implemented and monitored:
- **Enforcement Agency** – the agency with the authority to enforce the mitigation measure
- **Monitoring Agency** – the agency to which reports involving feasibility, compliance, and implementation are made
- **Action Indicating Compliance**
- **Verification of Compliance**, which will be used during the reporting/monitoring

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification	
					Initials	Date
BIOLOGICAL RESOURCES						
BIO 1: The removal of trees and vegetation shall be conducted to the extent feasible outside the avian nesting season (February 1 – August 31). If construction is required during the avian nesting period, a preconstruction survey for active nests shall be conducted prior to the removal of any vegetation. If an active nest is observed within the vicinity, a buffer of 100 feet to 500 feet shall be established depending on the bird species found to be occurring from the nest, to ensure that no direct impacts will occur to sensitive avian species. The buffer will be delineated by roping or taping off the boundaries of construction and shall remain in place until the nest is either abandoned or the young have fledged. A qualified biologist would be required to determine that the nest is no longer active, at which time vegetation removal and/or ground disturbance could continue. Vegetation removal and/or ground disturbance activities within the vicinity of the nest may commence at the discretion of the biological monitor.	Pre-Construction: 30 days prior to construction work or vegetation removal between February 1 and August 31.	California Department of Fish and Wildlife	Qualified Biologist	Completion of nesting bird survey; establishment of buffer zone if birds identified on-site		
CULTURAL RESOURCES						
CR-1: Prior to issuance of a grading permit, the County shall retain a qualified archaeological monitor and tribal monitor in the event that any excavation beyond five feet is required. The archaeologist and tribal monitors shall perform monitoring and, if necessary, sampling for activities which require excavation five feet below the surface. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation as outlined in Mitigation Measure CR-2. Consulting Tribes shall be provided notification of ground-disturbing work, the anticipated construction schedule, and the contact information for the designated archaeological and tribal monitors in the event of an inadvertent discovery.	Pre-construction	County EDA	County EDA, Qualified Archaeologist	Issuance of grading permit		

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification	
					Initials	Date
CR-2: The archaeologist and/or tribal monitor shall have the authority to stop and redirect grading in order to identify and preliminarily evaluate any cultural resource(s) discovered on the property. If the resource(s) is determined to hold potential significance, a 25-foot buffer shall be established and the relevant Tribes shall be immediately contacted by the Project supervisor to come to the Project site. The monitors shall, in consultation with the consulting Tribes, determine the significance of the resource(s) and whether additional monitoring by the archaeologist or a tribal monitor needs to occur.	Pre-construction	County EDA	County EDA, Project Archaeologist	Archaeologist Summary Report		
CR-3: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains.	Grading/Excavation	County EDA, County Coroner Native American Heritage Commission	County EDA, County Coroner, MLD	Coroner's Report; NAHC declaration of MLD; MLD Recommendations; Compliance with Monitoring and Treatment Agreement		

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification	
					Initials	Date
GEOLOGY AND SOILS						
GEO-2: A geotechnical investigation shall be conducted prior to design and construction which will identify required foundation measures to ensure that the risk of subsidence is minimized to the greatest extent feasible.	Pre-construction	County EDA	County EDA	Geotechnical report indicating foundation requirements		
GEO-2: Sampling will be conducted on bores that result in intact stratigraphic samples from which fossils can be recovered. Samples may be collected during geotechnical studies during final design, or alternatively, collected from the sidewalls of trenches dug for geotechnical investigations or during construction which exceeds five feet in depth.	Pre-construction	County EDA	County EDA	Sampling Report		
NOISE						
NOI-1: A construction noise coordinator shall be established prior to construction and signage will be provided on site that will identify the designated person and contact number. The coordinator shall be responsible for receiving calls from residents regarding specific construction noise-related complaints. The coordinator would then be responsible for taking appropriate measures to reduce or eliminate noise levels as appropriate.	Pre-construction	County EDA, Construction Contractor	County EDA, Construction Contractor	Documentation of Coordinator and evidence of signage		
NOI-2: During construction, all staging areas and equipment shall be located and directed as far to the south as possible to avoid any disruptions to the sensitive receptors located north of the Project site.	Grading and Construction	County EDA, Construction Contractor	EDA, Construction Contractor	Periodic inspections and monitoring during construction		
NOI-3: Construction activity shall be prohibited during the hours of 6:00 p.m. and 7:00 a.m. and on weekends and County-designated holidays.	Grading and Construction	County EDA, Construction Contractor	EDA, Construction Contractor	Periodic inspections and monitoring during construction		
NOI-4: Construction equipment shall be properly maintained and equipped with mufflers and other State-required noise-attenuation devices.	Grading and Construction	County EDA, Construction Contractor	EDA, Construction Contractor	Periodic inspections and monitoring during construction		

Mitigation Measure	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Compliance Verification	
					Initials	Date
Utilities and Service Systems						
USS-1: The Project shall be designed with a water distribution system that is dual piped, one for non-potable irrigation (purple pipe) and the other for potable use.	Design	County EDA	County EDA	Approved Grading/Building Permit		